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BOTTLED PILSENER BEER  
EXCELLENT QUALITY  
PER CASE OF 6 DOZEN BOTTLES  
\$16.00  
Sole Agents,  
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# Hongkong Daily Press.

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OLD TOM &  
DRY GINS  
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ESTABLISHED 1857

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THE HONGKONG DISPENSARY.  
[a1942]

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A Blend of Selected Distillations of the Finest Scotch Whiskies.  
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**PORTLAND CEMENT.**  
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General Managers.  
Hongkong, 1st March, 1905. [a2886]

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OFFICE: 34 QUEEN'S ROAD CENTRAL.

**ALL OUR CIGARS ARE PREPARED BY FILIPINO HABANEROS**  
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Samples may be had on application.  
We recommend a trial of the following brands:  
**LONDEES PERFECTOS**  
**HIGH LIFE** **REINA VICTORIA**  
If your tobacconist cannot supply you with our make please apply to us.  
Special terms to Clubs and Messes.  
Discounts on orders from Coast and other ports.  
AGENTS WANTED.  
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Hongkong, 9th May, 1905. [a1168]

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GENERAL STOREKEEPERS, COMPRADORES, COMMISSION AGENTS.

**MOST** respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the Style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.  
Hongkong, 9th March, 1905. [a660]

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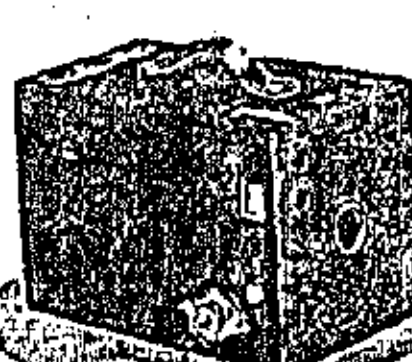
**THIS** Old Established Firm especially Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blake Pier by Ricksha or Electric Tram. Launches will call alongside vessels in the harbour flying the Call Flag E.  
Telephone 142.  
Hongkong, 2nd January, 1905.

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for **SIEMSEN'S CRUSTLESS DUTCH** in its condensed form.  
drink to health time.  
after the **CH CREAM CHEESE** in 1 kilo tins.  
etiquette. Of all dealers.  
Lisbon, 27th May, 1905. 1301

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OF **REINFORCED CONCRETE**  
CONSTRUCTION  
DR. M. H. CHAUN.  
DES Vieux ROAD CENTRAL, HONGKONG  
from the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. 81

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MERCHANT NAVY  
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LONG FLAX  
RELIANCE CROWN  
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**ELECTRIZITAETS ACTIEN GESELLSCHAFT, FORM. W. LAHMEYER & CO., FRANKFURT A/M.**  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a54]

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GOOD WORK. PROMPT RETURN.  
UP-TO-DATE DARK ROOM  
FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS

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PHOTO GOODS STORE,  
17, QUEEN'S ROAD CENTRAL.  
Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer.  
NEXT DOOR to our Former Address.  
Hongkong, 15th August, 1904. [a39]

**DR. MORSE'S INDIAN ROOT PILLS**  
CURE INDIGESTION AND ALL STOMACH AND BOWEL TROUBLES.  
SHEPHERD FORD, N. C.  
July 3, 1903.  
W. H. COMSTOCK CO.  
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.  
Very truly,  
D. E. WILSON.

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CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS.  
(Crown Brand.)  
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**KÜPPER'S PILSENER BEER.**  
The best PILSENER in the East; ask for Küpper, and see that you get it.  
Telephone No. 75.

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15, QUEEN'S ROAD CENTRAL,  
Hongkong, 29th April, 1905. [a37]

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WINE & SPIRIT MERCHANT			
OF			
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			Per Case.
BRANDY	***	-	\$22.50
"	***	-	20.00
"	**	-	16.75
WHISKY, PALL MALL	-	-	20.00
"	JOHN WALKER	-	12.50
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"	LA TORRE	-	16.00
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No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a1299]

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23 and 25, QUEEN'S ROAD.  
BRASSEY'S NAVAL ANNUAL, 1905 \$13.00  
The Vicissitudes of Evangelists, by Elmore Glyn... 1.75  
The Mechanical Handling of Material—Coal, Ore, Timber, &c.—by G. E. Summer; 250 Illustrations... 21.00  
Masterpieces of the Royal Gallery at Hampton Court, by Law, Illustrated... 3.00  
The Art of J. McNeill Whistler, by Wey and Dennis... 5.25  
Italian Recipes for Food Reformers... 0.90  
The York Library; Pocket Editions, Very Choice... 1.75 each Volume  
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Aids to Reflection, by Coleridge  
Peter's Mother, by Mrs. Henry de la Pastore... \$1.75  
A Race with Ruin, by Headon Hill... 0.40  
Mrs. Gals' Business, by W. Pett-Ridge... 1.75  
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Stanley Gibbons Stamp Catalogue, British By the Ionian Sea, by Gilling... 1.75  
A Diary of the Russo-Japanese War; Parts 1 to 21 Ready in Stock... 0.60 each  
New View Book of Hongkong, Canton and Macao—24 Views... 1.00  
[a35]

**A. TACK & CO.**  
26, DES Vieux ROAD CENTRAL, HONGKONG.  
FURNITURE, CROCKERY, GLASS & PLATED WARE.  
JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS, consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced. [a46]

**LANE, CRAWFORD & CO.**  
SPECIAL OFFER OF PIANOS.  
JUST ARRIVED A SHIPMENT OF PIANOS SPECIALLY MANUFACTURED AND GUARANTEED TO WITHSTAND THE CLIMATE.  
BRINSMEAD Mahogany Patent Transponder... \$850  
Chippendale Mahogany... 750  
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Above may be had on the MONTHLY PAYMENT SYSTEM—SECOND-HAND PIANOS for Sale from \$100 Each. PIANOS on HIRE from \$10 per Month.

**LANE, CRAWFORD & CO.**  
Hongkong, 9th May, 1905. [a36]

**PEERLESS SCOTS WHISKIES**  
HAIG & HAIG, LD., DISTILLERS SINCE 1679.  
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at... \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at... \$22.00  
Stop drinking rank, smoky stuff, because "it comes through the Soda."  
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
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**KELLY & WALSH, LD.**  
FREE OPINIONS FREELY EXPRESSED ON CERTAIN PHASES OF MODERN SOCIAL LIFE AND CONDUCT, by MARIE CORELLI... \$1.75  
SANDY, by Alice Hegan Rice... 1.75  
HEARTS OF WALES, by Allen Raisie... 1.75  
ROGER TREWYNION, by Joseph Hocking... 1.75  
A COURTESY OF FORTUNE, by A. W. Marchmont... 1.75  
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BACCARAT, by Frank Danby... 1.75  
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A NAUGHTY GIRL, by Maxim Gorky... 0.40  
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STATE EXPRESS CIGARETTES 555.  
BRASSEY'S NAVAL ANNUAL, 1905, SPECIAL ARTICLES OF RUSSO-JAPANESE WAR... \$13.00  
THE SILKEN EAST, A RECORD OF LIFE AND TRAVEL IN RUSSIA, by V. C. Scott O'Connor; 400 Illustrations and 20 Coloured Plates; 2 Vols. 35.00  
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COURTSHIPS OF CATHERINE THE GREAT, by P. W. Sergeant... 5.00  
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[a34]

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KOWLOON.  
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
**JAS. W. OSBORNE, PROPRIETOR AND MANAGER.** [a28]

**CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL, Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Launch Service for Guests. For Terms, apply to the MANAGER. [a48]  
Hongkong, 31st October, 1902.

**CARLTON HOUSE HOTELS.**  
No. 8 & 10, ICE HOUSE ROAD.  
THESE premises, formerly known as the Club Entrance and the Waverley Hotel have been thoroughly renovated and furnished in excellent style as Private Family Hotels. Cool Rooms, Comfort of Residents, and the Cuisine a specialty.  
Apply to—  
THE MANAGER. [a94]  
Hongkong, 7th October, 1904.

**INSURANCE**  
THE STANDARD LIFE OFFICE.  
(ESTABLISHED 1825.)  
Funds nearly £11,000,000.  
BEFORE assessing elsewhere compare the Standard's rates, with those of other Companies.  
**DODWELL & CO., LD.**  
Agents.  
[a1612-1]

**HONGKONG HOTEL**  
FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 persons.  
131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel residents.  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
**A. F. DAVIES,**  
Acting Manager. [a71]

**THE PEAK HOTEL.**  
[Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.]  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a95]

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the MANAGER.  
Hongkong, 10th June 1902. [a1081]

**MACAO HOTEL.**  
Situated in the Centre of the Praya Grande, Facing the Sea.  
UNDOUBTEDLY THE COOLEST SPOT IN MACAO.  
THE ONLY BUILDING IN THE CITY ELECTRICALLY LIGHTED.  
WATER PAVILION AND KIOSK.  
MILITARY BAND EVERY SATURDAY DURING THE SUMMER.  
SEA BATHING. GOLF LINKS.  
Moderate Rates for Families.  
Important Notice—Rooms are being rapidly booked for the summer months and early application is necessary.  
Macao possesses all the advantages of a trip to Japan at half the expense.  
Macao, the Gem of the Orient Earth.  
WM. FARMER, Proprietor and Manager. [a1347]

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(HOTEL-SANITARIUM OF SOUTH CHINA)  
MACAO  
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous of a few days rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hongkong*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply  
[a241] THE MANAGER.

**SIEN TING.**  
SURGEON DENTIST,  
No. 10, DAGUILAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.



## INTIMATION



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THIS  
CELEBRATED  
BLEND  
OF THE  
FINEST  
WHISKIES  
DISTILLED IN SCOTLAND,

IS CHARACTERISED BY ITS  
FINE FLAVOUR  
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attained only by  
GENUINE  
QUALITY  
AND  
GREAT AGE.

PER DOZ. \$16.50

A. S. WATSON & CO.  
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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

[33]

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Only communications relating to the new column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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P.O. Box, 38. Telephone No. 12

HONGKONG OFFICE: 14, DES VUEUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 5TH, 1905.

Nothing more clearly shows the aptitude of the Chinese for Commerce than that they contrive to carry on an enormous trade under the vexatious restrictions which are placed upon business of all kinds by their own Government. They contrive to traffic successfully under restrictions such as would be sufficient to crush trade entirely with any less energetic and less adaptable people. The cumbersome system of internal duties which, despite all remonstrances, continues to prevail, is sufficient to restrict trade to its lowest limits. This has been for years past recognised, but no one has yet been able to find a means of putting an end to the system, which is as much part of the "fiscal policy" of China as "free imports" are considered to be of that of Great Britain. Mr. BYRON BRENNAN, who gave a lecture some time back at the Society of Arts on our commercial prospects in the Far East, dealt fully with this vexed question, which was, of course, familiar to him from his experience as Consul at Shanghai. His view was that our chief hope for the future rested

not on our Government obtaining for British subjects more facilities or so-called privileges than they already enjoyed under existing treaties, but rather on utilising every opportunity that presented itself for inducing the Chinese Government to give its own subjects a fair chance, by granting them full "liberty to improve their position and grow rich." Of the measures that would have the "greatest effect on the material prosperity of China," he thought the first would be the "abolition of every form of internal taxation on merchandise, while the second would be improved means of communication." That this view of the subject is "sound, very few who are practically acquainted with China will be disposed to deny. The question,

however, is how is this to be done? There are unfortunately only too many opportunities of representing to the Chinese Government that they should give their people a chance, but it is quite another thing to "induce" them to do so. The attempt has been made in a number of ways over and over again, but it has always failed; and it is to be feared this will continue to be the state of things until some great financier can devise means of doing away with the internal dues, or at least placing them upon a reasonable footing. The problem, however, is one that is by no means easy of solution. The Provincial Revenues are so largely dependent upon this form of taxation that to do away with it suddenly would be manifestly an injustice to the Governors or Viceroys of the Provinces, who may be pardoned if they exert all their influence to prevent any such measures being taken. These high officials are responsible for the conduct of affairs within their own Provinces and it would be a very severe step to interfere with the most important matter connected with their administration, namely, the recognised sources of their revenue. This could only be done by the Imperial authorities; and it is a difficult problem how it can be effected by them. The moment the subject is touched, direct conflict of interest between the Imperial and the Provincial Authorities has to be faced; and it is not to be expected that one side can absolutely dictate to the other upon a matter such as this. If the Peking authorities take any measure dealing with the levy of internal dues by the Provincial officials the latter may reasonably refuse to pay as large an amount as before to the Imperial Revenue, and it is open to them with a great deal of plausibility to represent that it may be impossible for them to maintain order in their Provinces if they are interfered with in so important a point—as the levy of local Revenue. The question, whenever raised, is thus one of considerable complication. Even where the authorities at Peking have by Treaty declared that goods shall be free from internal dues, it has been found that modes are discovered by which this can be evaded. The stipulation holds good as long as the cargo is in foreign hands, but as soon as it passes into those of the natives, it is not difficult to find means of raising the customary internal dues upon it. Mr. BYRON BRENNAN is, no doubt, correct in the suggestion which he made; but the great difficulty is low to carry it out. To do so effectively nothing less than a radical change in the whole system of Government in China would be required. The independent action of Provincial authorities would have to be to some extent restricted; and that of the Central authority at Peking increased. This, it is clear, must be a matter of great difficulty and can scarcely be looked for as within any "measurable distance of practical politics." Something might possibly be done to bring about an understanding between the Provincial and Central authorities to their mutual advantage and also to the benefit of trade; but this is a matter which would require very careful handling. Still, there are manifestly points at which it would be to the benefit of the Provincial revenues that a change should be expected. At least the system of internal dues could be put upon a more regular footing than at present, and if this could be accomplished the local authorities might in time see that a large income could be derived by smaller imposts on an expanded trade, than by continuing, as is in many instances the case, to kill the goose which should lay the golden eggs. Mr. BRENNAN does not (as may well be expected) hope for very much from the Chinese themselves; but seems to think that possibly they may learn something from the Japanese, who are far more advanced in all matters of finance and commerce. "If," he said, "Japan should come out of the present war successful and take the future development of China under her guidance we might look forward to great improvements in our trade." Of course it would be too much to expect the Chinese to submit themselves entirely to Japanese guidance in such a matter; but still it is not impossible that China will be much more influenced by Japanese counsels than before; and Japan, knowing much more than any European nation of the details of Chinese administration, and being able to suggest action on their own lines, may possibly find some means of doing away with the internal dues that would be acceptable alike at Peking and in the Provinces; or at least of placing the system upon such a footing that it would no longer hamper the progress of commerce to so serious an extent as has hitherto been the case.

At noon on Saturday, the number of plague cases recorded was 116.

Messrs. Hughes and Hough report coal still dearer, one or two dollars a ton higher than it was a fortnight ago.

Lieutenants J. W. L. Oliver and J. D. Danby have resigned their commissions in the H.K.V.C. and Sergeant G. F. Hutton Potts has been promoted to Lieutenant.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1905, as certified by the managers of the respective banks, are as follows:—

Banks.	Average.	Reserve.
Chartered Bank	\$ 3,240,310	\$ 2,200,000
H. & S. Bank	15,567,847	11,000,000
National Bank	135,719	100,000
Total	\$18,943,876	\$13,300,000

## THE "TRAVANCORE."

The ship *Travancore* went ashore on Fokoi Point on Thursday, where she was abandoned. The tug *Robert Cooke*, however, saved the ship and towed her into Harbour Bay on Saturday. An enquiry will probably be held.

## PLAGUE AT HONGKONG.

## ANNUAL REPORT OF ACTING M.O.H.

The report of the Acting Medical Officer of Health on the epidemic of plague in the Colony during 1904 appears in the current *Government Gazette*. This period chiefly dealt with covering the epidemic, extending from the beginning of the year to the end of July. Here are extracts from the report:—

Although there were thirty-eight cases of plague between the end of July and the end of the year, the period dealt with includes practically the whole of the time when the disease was epidemic and I did not think it advisable, on taking up the work on my return from leave, to re-write the part dealing with the statistics relative to mortality, age and sex incidence and the dumping of bodies, as this would have entailed considerable delay.

During the months of January to July inclusive there were 472 known cases of plague. With the exception of the years 1895 and 1897 when there were only 34 and 21 cases respectively for the whole years, the figures for 1904 are the lowest the Colony has yet experienced.

It is remarkable that during this year the disease has confined itself to Chinese (470 cases) and Indians (2 cases).

This has undoubtedly had some effect in raising the general death-rate for the disease this year, the low European death-rate and the comparatively low rate for other nationalities during last year having had a great effect in lowering the general death-rate. But notwithstanding this the mortality rate has been higher amongst Chinese this year than last.

The total death-rate for the epidemic is 96.8 per cent. as compared with 88.4 per cent. last year. Compared with 1902, however, this year's rate is very slightly lower.

The following are the death-rates for each epidemic since 1894:—

1894	1896	1898	1899	1900	1901	1902	1903	1904
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927	895	890	901	955	952	975	884	968
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It is worthy of remark that, during the years 1902 and 1904 when the epidemic has been mild, the mortality rates should have been the highest two recorded. It is very difficult to suggest any reason for this.

It is certain that the epidemic of this year has been much milder when compared with the year 1903 than the figures for the total recorded cases in those years would lead one at first sight to believe.

Last year when the epidemic was at its height there was almost a panic amongst the Chinese and in consequence the exodus from the Colony on the least feeling of illness was very great.

This year, on the other hand, has been remarkable for the quiet way in which the presence of the epidemic has been viewed by the people.

One seldom heard any native this year admitting that there was anything more than a trifling amount of plague in the Colony.

It is, of course, impossible to give figures, but I feel sure that the ratio of plague for this year to that for last year is very much less than the recorded number of cases shows.

It is extremely difficult to obtain trustworthy information as to the occupation of Chinese female plague cases. I have often thought that a large number of such cases are by occupation prostitutes, but obviously without accurate information it would be out of place to base any opinions as to plague incidence on this hypothesis. Seven female cases in the City of Victoria were, however, undoubtedly in the persons of prostitutes. Of these seven cases, six were returned as suffering from the Bubonic type of the disease.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Bayern* left Shanghai on Saturday at 1 p.m., and may be expected here tomorrow at daylight.

The I.G.M. str. *Darmstadt*, carrying the German mails with dates from Berlin of the 7th June, left Singapore on Friday, at 6 p.m., and may be expected here on Wednesday, the 7th inst., a.m.

The I.G.M. str. *Rhein* left Colombo on the 2nd inst., and may be expected here on Monday, the 12th inst.

The C.P.R. str. *Empress of China* arrived at Shanghai at midnight on Friday, the 2nd inst., and left again at 9 p.m. on Saturday, the 3rd inst. for Nagasaki, where she is due to arrive at 7 a.m. to-day.

The str. *St. Fillane* arrived at New York on the 30th May.

The str. *Zafiro* left Manila on Saturday, the 3rd inst., and is due here to-day at 5 p.m.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## MISSIONARY'S SUDDEN DEATH.

SHANGHAI, 4th June.

Hudson Taylor died on board the S.S. *Chungsha* yesterday.

[REUTERS' SERVICE.]

## BOMB OUTRAGE IN PARIS.

LONDON, 1st June.

As King Alfonso and President Loubet were returning from the opera yesterday, a man dressed as a workman threw a bomb; the Kaiser's officers riding on either side of the carriage were unhurt and one horse was killed; six people were injured; the King and the President were not hurt.

LATER.

Twenty people were injured by the bomb outrage in Paris. King Alfonso treated the matter cheerily and is the object of much sympathy.

There is great indignation in Paris and Madrid. It is believed that the outrage was planned in Barcelona.

## THE ANGLO-JAPANESE ALLIANCE.

LONDON, 2nd June.

At the Conservative Dinner, Lord Lansdowne, referring to a hope expressed by Sir Edward Grey that the Anglo-Japanese alliance would be maintained, said that at no time had there been on either side any question whatever of withdrawal from the alliance; in our opinion when the time comes, as soon as it must, to consider the renewal of the agreement, the only practical question will be whether it shall be renewed in its present form or whether we should not seek some other means of strengthening and consolidating it. The alliance had been a potent instrument of peace, and if it were possible to so modify it that it would not only prevent the spread of a conflagration when once begun, but prevent a conflagration altogether, all true lovers of peace would welcome such a modification. There was never a moment when our good relations with France were more firmly based, and if the inner history of the anxious months lately passed was ever written it would show that the understanding with France had greatly mitigated the friction and trouble which were inevitable when a great war was in progress. The alliance with Japan and the agreement with France, alike, had no selfish or aggressive purpose, our sole object had been to secure peace and to restrict the evils of war.

## AFRAID OF RUSSIANS.

SEAMEN SENT TO GAOL.

The Hon. Capt. L. Barnes-Lawrence, R.N., on Saturday tried another case of twenty seamen refusing to proceed to Japan, because they were afraid of Russians. These were the men of the S.S. *Kilda*.

William Jones, master of the *St. Kilda*, said his ship was loaded with general cargo, rice being included. This rice was consigned to private individuals in Kobe and Yokohama. He reasoned with the men and pointed out to them that there was no danger, and also offered them an extra month's wages all round, but they would not go.

J. Scheweider, able seaman—We have already been to Japan, but while in here, we learned that the ship was going to carry contraband. Our articles say nothing as to this.

By the Court—We signed on with the knowledge that war was in progress between Russia and Japan. Our articles mention Shanghai.

The defendants—We are willing to go to Shanghai but we refuse to proceed to Japan.

Captain Jones, recalled—I am prepared to guarantee in the event of capture or other danger arising, that the men's effects shall be made good, their passages paid to England, and to be kept on full wages until they arrive there.

Among the men there were some of German nationality, and the German Consul-General addressed them.

His Worship.—In the interview I accorded you men yesterday afternoon, I endeavoured to show you that the fears then expressed in respect to capture by the Baltic Fleet, once outside these waters, were groundless. Not many days since I would have readily admitted that there was some justification for your action, and unless it could have been proved to my satisfaction that you had agreed to undertake possible war risks, on behalf of the owners of your vessel, I should in all probability have dismissed the case.

In the counsel I gave you, which, on due reflection, would, I trusted, have borne fruit I pointed out that the dangers you apprehended were at the present time non-existent, and that being so, you were bound to carry out the terms of your agreement, which embraces the touching at Japanese ports. In addition to this I read you an intimation received from the Japanese Consul at this port, to the effect that no danger existed to trade between Hongkong and Japanese ports. Under these circumstances I can only regard your persistency in impeding the progress of the voyage as an offence, and I have no option other than to deal with it as such. I have, however, asked the master to withdraw the charge if you are willing, even now, to return to your ship and duty and I, therefore, give you this final opportunity to do so.

The men remained obdurate and were sentenced to three weeks' imprisonment.

## THE WAR.

["DAILY PRESS" SERVICE.]

## GRIM FLOTSAM.

HELPLESS DESTROYER CROWDED WITH SURVIVORS.

Shanghai, 4th June.

The S.S. *Kweilin* is towing a Russian destroyer into Shanghai.

The destroyer was found to the north of Shawsheishan, quite helpless, and with three crews crowding her.

LATER.

The S.S. *Kweilin* has arrived, and gives the name of the destroyer as the *Bodry*.

In addition to her own crew, the *Bodry* has 77 refugees on board from various sunken Russian ships.

Many are wounded. Her coal bunkers were empty, and her stores of water and food nearly finished.

She had been drifting for six days when the *Kweilin* found her.

## THE UNDESIRABLE ALIENS BILL.

It is no doubt historically true that England has been greatly indebted, in former times, to the immigrants who have been driven to her shores by persecution, to the Flemings for the cloth manufacture of the West, to the French Huguenots for the silk weavers of Spitalfields, and so on through many examples; and it is also true that the asylum which she has from time to time afforded to the friends of political liberty has served to keep alive its sacred fire under many discouragements and through many dangers. But the immigrants to whom such statement would apply were persons of a totally different character from those whom the present Aliens Bill would exclude, and there is no real analogy between the cases. The Flemings and the Huguenots were not only skilled workmen, but peaceful and law-abiding citizens of the countries from which they were expelled, and would have enriched those countries by their industry, just as they ultimately enriched that which gave them shelter. The friends of political liberty had not yet learnt that its principles were to be promoted by the bomb of the anarchist or the dagger of the assassin; and would have turned away in utter disgust from many of those who now masquerade under the sacred name. The influx from Southern Russia and from other continental countries against which our government is tardily devising measures of defence, consists largely of persons who would be a nuisance and a danger to any community among which they were distributed. It is of no avail for us to endeavour to elevate our working classes, to provide them with better habitations, to train them into habits of cleanliness, and to give them facilities for education and for amusement, if we suffer them to be overwhelmed by an influx of foreigners to whom voracity hunting is a pastime, and to whom what would be dire poverty in the estimation of a decent Englishman represents a degree of affluence of which they had not previously dreamed. It is of no avail for us to enforce the principles of sanitation among our own people, if we suffer these principles to be violated by the immigrants in every way and in every direction. It is not too much to say that the "undesirable aliens" of the last few years are more numerous than the clock of progress in the East London by something like half a century. At least that time will be required before those who have already been admitted, and their descendants, become sufficiently educated, civilised, and cleansed, to be fit to occupy a position of equality among even the humblest of our own countrymen.

It cannot be said that the Bill introduced by the Government errs on the side of undue severity; for it shows traces in more than one of its provisions, of some inclination to be startled by shadows. But the evils against which the Bill is directed are, in effect, the importation of dirt, vermin, poverty, inefficiency, and disease; and it will at least have the good effect, as soon as it becomes law, of causing it to be known in foreign countries that our doors are no longer absolutely open to all who choose to pass through them. In the first instance there will presumably be a rush, for it is not proposed that the Bill, if passed, shall come into operation until January 1st, 1906, and there will, therefore, be a period of some months, probably five or six, during which we must be prepared for desperate efforts to augment the foreign population to which we have so much reason to object. Perhaps the best method of dealing with this intervening period would be by the rigorous enforcement of all existing laws against filth and overcrowding, and against the concealment of domestic treatment of contagious disease; so that, if we must be prepared to endure a final influx of vagabonds, as many of them as possible may be consigned to hospitals and gaols. In the former they will at least be restrained from inflicting further injury upon their neighbours; and in both they will be brought into a state of at least transient cleanliness and freedom from entomological colonies. But for the self-styled "friends" of the working-man, who, on this, as on every other occasion, have shown themselves to be his worst enemies, an Undesirable Aliens Act would at the present moment be in operation, and the working classes of East London directly, and of all parts of the kingdom indirectly, would have been saved from the additions made during the last few months to the number of the immigrants who live in luxury where an Englishman would starve, who keep down wages, who supply the police and the magistracy with continual employment who lower the respectability and standard of character of the working classes as a whole, and who spread disease and filth wherever the contamination of their presence extends.—*The Hospital*.

## HONGKONG JOTTINGS.

The almost complete annihilation of Russian armada has speedily restored silence in business circles. That the *Harding* has at last been permitted to away the time-expired troops from Hongkong, and the further fact that H. M. S. *Ocean* has for home to-day is a clear indication that in the opinion of the British Authorities the danger of international complications is now remote. The *Ocean* and the *Centurion* are to be relieved by the *Goliath* and *Canopus* according to present arrangements; but having regard to the fact that the Admiralty will consider it unnecessary to maintain the China squadron at its present strength. The dozen destroyers, which were recently at Colombo, have not arrived here yet, but I gather that they will come here in due course, as it is recognised that the squadron is too weak in this class of vessel.

It surprised a good many people I fancy to read the contention of Mr. Ahmet Ramjahn at the last meeting of the Sanitary Board that the demand in the Colony for house accommodation for Europeans is not in excess of the supply. Doss. Mr. Ramjahn believe that European families would crowd into the hotels as they are doing if they could get suitable houses at rentals within their means; I am perfectly certain they would not. Until there is a slump in rents—and that seems extremely unlikely for many years—the prospect for hotel proprietors is an excellent one.

Mr. Ramjahn, in further support of his contention, mentioned that the Hotel America had had to be shut up, and also a boarding house in Lee House Street; as regards the latter I understand that there were reasons other than those implied by Mr. Ramjahn for the closing of the establishment. The Hotel America, Mr. Ramjahn will be interested to hear, has been re-opened by Mr. and Mrs. Cameron (formerly of the Occidental Hotel, Kowloon), its name being changed to Hotel Baltimore, and I am told that an addition of 18 rooms to the building is contemplated. That rather knocks holes in Mr. Ramjahn's argument. It cannot be gainsaid that there is a scarcity of European houses, moderate rental "in certain neighbourhoods only" if you like; and that people are finding it much cheaper to live in the hotels than to keep house.

If the directors of the Hongkong Hotel were not satisfied that it would pay them to heighten their building they would not be asking the public authority for the necessary power especially just now when they are about to add to the accommodation of the hotel the top floor of the new building known as "the Hotel Mansions." The speeches of the Hon. Mr. Robert Shawan at meetings of the Legislative Council are always read with avidity by the public. There is nothing dull about the Hon. Member's speeches, for they always have a tendency to provoke "scenes." The above notes appropos of the proposed extension of the Hongkong Hotel recall Mr. Shawan's speech to mind because of the following reference in it to the Hotel and the Building Ordinance:—

"We were told at *nausam* that houses must not be higher than one and a half times the width of the street, but look at the size of the houses that have since been built, and the amusing part of it is that the very sanitary expert for whom the Government specially made a place on the Council, that he might drive it through with the weight of his authority, now sits as Head of the Sanitary Board, and merrily grants dispensations to all and sundry to break its provisions."

It struck me when reading the debate at the Sanitary Board that no census for a departure from the Ordinance was made except the plan that the needs of the community required the additional accommodation. That can hardly be described as an adequate reason for departing from a recently made law, prescribing the height of buildings, if it was intended to be of general application; but it would have been more to the point if some one had mentioned the well-understood fact that the great object of the ordinance was to prevent certain dangers to the public health which are not likely to arise in the case of buildings like the Hongkong Hotel or any of the lofty office buildings on the sea front. It is only in the European business centre that these exemptions under the Building Ordinance have been granted.

Concurrently with the heightening of the hotel at the Queen's Road and let us hope the P.W.D. will remove the Clock Tower. It is an eyesore and an obstruction where it now stands. It has previously been suggested in this column that an excellent place for the clock would be on the New Post Office, and I have heard of no better suggestion.

Residents in the Colony in this century are not quite so "cribbed, cabin'd and confined" as they were in the last. The man who can take only a week's holiday is not now restricted in his choice of a resort to Macao. He may go on a tour in the new territory or, if he dislikes the discomfort of such an expedition, and prefers a more restful holiday, there is the trip up the West River which, thanks to the enterprise of the Hongkong, Canton and Macao Steamboat Company, he may make with ease and comfort. An excellent little hand book has been issued by the company describing by letterpress and illustration the chief places of interest between Canton and Wuchow-fu. As it truly says, few people realise what magnificent scenery there is on the Si Kiang. The return journey between Hongkong and Wuchow-fu, via Canton, occupies about five days, whoever is thinking of a short holiday should procure this little Handbook which will speedily help them to a decision as to where to go and how to get there.

BANYAN



HONGKONG HIGH LEVEL  
TRAMWAYS CO., LTD.

An Extraordinary General Meeting of this Company was held at the registered office of the Company, Alexandra Buildings, on June 3rd, for the purpose of considering the following Resolutions, viz:—

- (1) That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
- (2) That the General Managers be and they are hereby appointed liquidators.
- (3) That the liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "Peak Tramways Company, Limited," with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
- (4) That the liquidators be empowered to sell to the "Peak Tramways Company, Limited," the undertaking of this Company at the price of \$200 per share either in cash or shares of the "Peak Tramways Company, Limited," at the option of Shareholders of this Company and to enter into all necessary agreements to that effect.

There were present: Mr. Henry Humphreys (Chairman) and Messrs. C. W. Dickson, Mr. C. E. Potts, W. Wilson, G. Murray Bain, H. P. White, P. C. Potts, C. Bryer, J. Wilkie, Lu Fook, D. E. Clarke, A. Moir, A. Cameron, Lau Chai Pak, D. E. Brown, J. E. Joseph, J. L. Coffer, T. F. Hoogh, T. Arnold, J. C. Potter, E. Bowdler, J. W. Wong, W. Cruickshank, Capt. F. Goddard, J. Johnston, P. S. Jameson, Son Tuk Fan, A. Morley, E. A. Rana, H. J. Gedgo and others.

The Chairman—Good evening, we have called you together today, in pursuance of the notice which has just been read, to consider, and if thought fit, pass resolutions for the winding up of this Company and its reconstruction under the name of the Peak Tramways Company, Limited.

The events which have led up to the present proceedings are probably fresh in your minds but it may not be amiss if I recall them to your memories. In September last year a Bill came before the Legislative Council, entitled, "An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong." Upon enquiry, we found that the New Tramway was to have its lower terminus at the bottom of Battery Road—virtually in the Queens Road—and its upper or Peak terminus at Victoria Gap, practically alongside our own, with intermediate stations tapping the populous thoroughfares known as Cable Road, Robinson Road and Connaught Road. It was evident that the construction of such a line would be tantamount to cancelling our concession. We, therefore, petitioned the Government against the proposed Bill. At the same time we informed the Government that we did not oppose the new line as far as Connaught Road, and that we had no desire to put obstacles in the way of an undertaking calculated to prove a benefit to the Colony, and that if the new Tramway's upper terminus at the Peak were placed at a reasonable distance from our own so as to open up a new Peak district we would withdraw our opposition altogether. We suggested as an alternative terminus for the new line a point near Goodman's Gap. The Government replied that our proposals were considered impracticable and it shortly afterwards became clear to your General Managers that no opposition would prevent the Bill becoming law. The Government accordingly decided that the best thing to do was to secure, if possible, the concession for the new line. At a meeting of the consulting committee held at the office of the Company at 3.30 p.m. on the 13th March last, the committee, who between them represented three-quarters of the entire capital of the Company, resolved "That the General Managers be empowered to enter into any arrangement for the sale of the undertaking of the Company for not less than \$200 per share to be paid at share for shareholders in this Company should they desire to accept scrip in the new Company for their present holdings, leaving 50,000 shares of \$10 each to be offered to the Public. In considering applications for these 50,000 shares in the new Company, however, preference will be given to applications from shareholders in the old Company. We feel sure that this is entirely in our own interests and we must insist upon you that the arrangement, though legally it has to be carried into effect by a sale, is not actually a sale inasmuch as the present shareholders can retain their interest in the Company by taking up their proportion of the new issue and thus be placed in the same position in the new Company as in the old. We, therefore, look to see unanimous vote in favour of the resolutions. Before putting the resolutions to the vote I shall be pleased to answer any questions to the best of my ability.

Mr. ARNOLD—Are the shares to be offered to the original holders to be fully paid up.

The CHAIRMAN—Yes.

Mr. MOIR—Why were not the old shareholders notified of this before the meeting of the 13th March. I have been on the register of the company for many years, and I knew nothing about this.

The CHAIRMAN—The meeting of the 13th March to which you refer was a meeting of the consulting committee, and it was not necessary to notify shareholders.

Mr. MOIR—Then shareholders have nothing to say in the matter at all?

The CHAIRMAN—No, not about meetings of the consulting committee.

Mr. MOIR—Wouldn't it have been much wiser to have notified the shareholders that such a consideration had been arrived at?

The CHAIRMAN—It was quite impossible for us to say anything while the negotiations were in progress. We did not know at the time whether the matter was going through or not, but as soon as we knew definitely that it was, at once notified the shareholders. In fact, we put a paragraph in the Press the following day.

Mr. MOIR—As representing the old company have you purchased Mr. Findlay Smith's concession?

The CHAIRMAN—We certainly had the refusal of the purchase.

Mr. MOIR—On behalf of the old company?

The CHAIRMAN—Yes, on behalf of the old company.

Mr. MOIR—Then why sell the concession again?

The CHAIRMAN—It would necessitate an increase of capital, which practically amounts to the same thing. We thought that old shareholders, being very few in number, would not care to put up such a large sum as \$500,000 in cash. I don't think they would, either.

Mr. MOIR—But why put up \$500,000 in cash?

cash? You have quite sufficient money in the reserve fund to indulge in any expense for six months.

The CHAIRMAN—We have got about \$30,000 in cash.

Mr. MOIR—And your reserve fund?

The CHAIRMAN—That is in the line, and is represented by stations, and all kinds of things.

Mr. MOIR—But this \$30,000, what about that?

Mr. JURY—That is invested in the Company. You cannot put your hand out and take it.

Mr. MOIR—But that is quite sufficient to keep you going for a very long time. It will take some six months before the survey of this line is passed.

The CHAIRMAN—You pay this amount out to start with. This \$30,000 you speak of would have to be paid out to Mr. Findlay Smith to start with or, at least, practically all of it. As soon as we buy the concession we are compelled by the government to start work at once.

Mr. MOIR—Yes, but you don't buy it; the company buys it.

The CHAIRMAN—That is the best way out of the difficulty. The old shareholders, I am quite sure, will not provide the whole of the \$300,000 that will be necessary.

Mr. MOIR—I question about that. It will not be required all at once.

The CHAIRMAN—The whole thing is a reconstruction in any case.

Mr. MOIR—I don't like the idea of a small shareholder being ignored. I don't come here to take any objection; but if you had taken the shareholders more into the confidence of the general managers things would have gone more smoothly.

The CHAIRMAN—We did take them into our confidence as soon as we could.

Mr. MOIR—Is it a fact you are pledged to the government for this scheme?

The CHAIRMAN—We are pledged to buy the concession.

Mr. MOIR—And to divert your old line.

The CHAIRMAN—That is a matter for the future.

Mr. JURY—Yes.

Mr. MOIR—And before going into all these things you never thought it necessary to consult us?

The CHAIRMAN—Yes, but you forget that the consulting committee represents three-fourths of the capital and you represented one share at the time. You were, moreover, interested in the projected opposition tramway.

Mr. MOIR—But that is not the point. I am entitled to have my say if I have only half a share.

The CHAIRMAN—Quite so, you are entitled to your opinion; but I hope it is only an isolated opinion.

Mr. MOIR—At the meeting of the general managers and the consulting committee on the 13th March it was decided to accept \$200 a share.

The CHAIRMAN—Yes.

Mr. MOIR—And at the time I knew nothing about that, about a month afterwards I bought some shares in an advanced rate.

The CHAIRMAN—I should have thought that if anyone in Hongkong knew anything about the matter it would have been you. You were on the other side, and I suppose must have known what was going on.

Mr. MOIR—When I bought the shares I bought them fully thinking they were worth \$300, knowing we had amalgamated.

The CHAIRMAN—The position is this: we are bound to buy the new concession. If we buy it and do not do the work the concession will lapse, and the Government will be able to sell it to someone else. It matters very little to my mind, whether the concession is bought by the new Peak Tramways Co., Ltd., or by the old company. But we certainly thought it would be far better to have a new company, for the reason that the old shareholders would not come forward with the money in all probability, and it would be better to have the public and interested in a company which is entirely a Hongkong one, and composed entirely of Hongkong capital.

Mr. MOIR—Yes, I quite agree with you. It is to the advantage of shareholders to have one company; but I do not think it is to the advantage of the public. At the annual meeting in December last you stated that by the time the new line was constructed the old company would have a reserve almost equal to its capital, and would be in a position to face any opposition.

The CHAIRMAN—I think it was said at that meeting that we should have to reduce our dividend to meet any opposition. At that time we did not know there was any possibility of getting this concession and we were, as a matter of fact, petitioning the Government against the top terminus of the new Peak Tramway being alongside our own.

Mr. MOIR—Can the old company be disposed of without the shareholders being unanimous?

The CHAIRMAN—A three-fourths majority of the shareholders is sufficient.

Mr. MOIR—And then it must go before the Court.

The CHAIRMAN—No. It is not necessary.

Mr. BROWN—Mr. Chairman, and gentlemen, following what Mr. Moir has said I am quite of his opinion that the general managers and the consulting committee had no authority and did wrong in committing the company to the Government for the purchase of the concession that they granted to Mr. Findlay Smith without any authority whatsoever. And before the resolution was passed I would like to make a few remarks. We are here to-day to discuss the advisability of passing certain resolutions leading up to the dissolution of the company followed by the sale of same to a new company. Following that, we are told that the object of the meeting is for the purpose of effecting a reconstruction of the company, and constructing a new tramway to the Peak that would otherwise be constructed by an opposition company fatal to the continued profitable existence of this company. I am not here to-day to arbitrarily obstruct the business for which the meeting was called, but to learn whether any better reasons than those already given are forthcoming to justify a dissolution of the company for the purpose set forth, viz: the sale of the company for the purpose of a new company at the price of \$200 per share—or say, \$250,000. I am not opposed to a dissolution if the price offered for the purchase of our undertaking was reasonably near its value, but I am opposed to the sale of our property at the ridiculously low figure mentioned—practically half its value. The last balance sheet shows the written down assets of the company at the end of 1904 as \$243,907—virtually the price we are asked to accept, to sell and hand over our valuable and handsome dividend earning, going concern—earning as it has been for some years, net profits, after paying charges and all running expenses, &c., of between \$40,000 and \$50,000 per annum on a capital of only \$125,000, about 40 per cent per annum, and we are asked and advised (or rather ill advised) to give it away for \$250,000—only double the capital of the company while enjoying as we do a monopoly which is growing in value every year. There are a number of other nice little monopolies in the Colony, the shares of which are quoted at 2, 3, and 4 times above their par value for the reason that they are earning good dividends on their market price. I wonder if they would—even if asked or advised—be

willing to sell out at only double their par value—I think not. Our tramway shares have been quoted as high as \$325 and over before now, in fact until very recently, and justifiably so; and there is no reason that I can see, based on the admirable position the company is in—or its dividend earning power—why the shares are not to-day cheap at \$200 and over. I do not agree with the general managers that the opposition of a line that will take about three years to build and get into running order is, to use their own term, going to be fatal to the existence of this company as a dividend paying concern. Let me here, however, quote from the general manager's speech at the last ordinary general meeting, showing what their views were on the subject at that time when the opposition was referred to. He spoke of the reduction of dividend and the placing of an unusually large sum to reserve fund and went on to say, "If this policy be pursued for another two years (about the earliest period in which any opposition line could be opened for traffic) this company will have a reserve fund of about \$100,000, and with its small capital and a reserve almost equal to its capital, will be in a very sound position, and strong enough to meet almost any contingency that may arise." But why is there such a change in the opinion of the general managers? In the circular issued the other day it says, "the general managers consider such opposition would be fatal to the continued existence of this company as a dividend paying concern and they, with the understanding of the shareholders, have been extremely strongly opposing the new scheme, and on finding that they would be unable to prevent the Ordinance authorising the scheme from being passed they made arrangements with a view to the amalgamation of the concerns." Why have the general managers changed in six months when they knew as much about the forthcoming opposition in December as they do now? It will take very strenuous, determined and long continued effort to pull the net profits of our company down to even 10 per cent, and 10 per cent ought to satisfy any reasonable investor, so that the contemplated opposition does not, to my mind, justify a dissolution of this company. Turning to the question of the new company in which we are offered the privilege of taking shares by transferring our interests in this to the new company, that proposition does not, either, strike me as beneficial or inviting. The new company is to have its capital fixed at \$750,000, and we are told by the Press that "the profits already accruing from the present tramway, as ample to assure a steady dividend of at least 6 per cent on the whole of the capital of the company now in formation." How does 6 per cent in the new company strike you gentlemen as against about 40 per cent, which our present company is earning, and, in any event, and dealing simply with the period the immediate future—why should the present company, with its capital only of \$125,000, be burdened, during the three years the new line is under construction, with earning dividends on \$750,000—the capital of the new company. Opposition even when it does come will never to my mind be able to bring our dividends in the present company down to 6 per cent, basis, which is all we can look for with any degree of certainty in the new company. And I hope that a majority of shareholders here to-day will vote against this sacrifice of our property, which an effort is seemingly being made to force us into.

The CHAIRMAN—I take it that Mr. Brown's principal exception is to the price at which the old company is being sold to the new—that is to say at \$200 a share?

Mr. BROWN—In the first place, I object very strongly and very forcibly about the directors in committing the company to the Government.

The CHAIRMAN—That has been replied to.

Mr. BROWN—And now I say my contention is that the company should not be sold at that price unless it is for the purpose of improving the position of the Company or making an advantageous sale, otherwise there is no necessity for this dissolution.

The CHAIRMAN—You have the option of taking scrip in the new company over and above the shares you get in exchange for your old scrip.

Mr. BROWN—I know that.

The CHAIRMAN—You are, therefore, practically selling the company to yourself. What does it matter then, if you sell at \$200, or at \$500 per share.

Mr. BROWN—If I may speak again, there is another point I overlooked. Have I your permission to speak again?

The CHAIRMAN—You will get 12 per cent for these three years and if this opposition line came off, the shares would come off, if it had not been for the concession; you might not have got anything at all. If you disapprove of what we have done you are very sorry, and it is open to you to move an amendment, if you wish, and now I should be glad to answer any question which any other shareholder might wish to put.

Mr. BROWN—Might I speak again for a moment?

The CHAIRMAN—Yes.

Mr. BROWN—I wanted to state and bring out a point in connection with the sale of the property for \$250,000. In the position in which it is to-day, let me draw your attention to the fact that in selling this company you are selling the future monopoly of the High Level Tramways business for \$250,000. I don't think that either the Government or the people of Hongkong looking to the tramway service will be more pleased than we shareholders, who are being asked to give up their shares at little over half their value.

The CHAIRMAN—All these remarks have been practically dealt with in the Chairman's speech, and I hardly think there is any necessity to go into them again at length.

Mr. ARNOLD—Do you think there is traffic enough to pay a dividend on such a large capital?

The CHAIRMAN—Yes. We have gone fully into that matter. I may mention that fifteen years ago our traffic receipts amounted to \$27,000 a year. Last year they amounted to nearly \$1,000,000, and who shall say that fifteen years hence, the joint lines working in harmony under one management, should not total \$500,000 a year? You may accuse me of being a little sanguine, but when I look round and take a mental note of all those people in the Colony who have been successful, although they may, in many respects, be as wide apart as the poles, they all have one thing in common, namely, a great faith in the future of Hongkong. I myself have faith in the future. The last ten years have witnessed a great metamorphosis, and I am confident the next ten will bring changes equally as great. I hope that those of you who here, then, will not think unkindly of those who have secured for you what may then be one of the most prosperous tramways in the world.

Mr. ARNOLD—There are a limited number at the Peak, and most of the sites in the district through which the line will pass are occupied.

The CHAIRMAN—You forget. This line is to run through a very populous district.

Mr. ARNOLD—I understand the terminus of both lines is to be at the same point.

The CHAIRMAN—The terminus of the new line is to be at Victoria Gap the same as the old one.

Mr. ARNOLD—That does not seem like opening up a new district.

The CHAIRMAN—All railways in England have their terminus in some part of London. It does not follow because they have their terminus in the same place that they will not open up a new district. As a matter of fact, it often happens at the present moment that the Company are unable to meet the traffic by certain trams, especially by business trams in the morning and evening. We have had complaints from the public, the Government and the military authorities, and had arrived at a point where something had to be done when it was worked out for us.

Mr. ARNOLD—You have satisfied yourself that there will be a fair return on the capital?

The CHAIRMAN—That is our opinion.

Mr. MOIR—You have no doubt of the cost of constructing the new line. I suppose? This \$750,000 is taken as an approximate of the amount?

The CHAIRMAN—We have had no detailed survey or estimate. It will amount to over four times the cost of the present line.

Mr. MOIR—From what I see we have to tunnel through the gardens?

The CHAIRMAN—Yes, there will be a small tunnel.

Resolution No. 1 was proposed by the CHAIRMAN, seconded by Mr. G. H. POTTS, and carried. Six votes were recorded against it.

Mr. BROWN—Mr. Chairman, please note my protest against the resolution being put into effect.

Three shareholders voted against Resolution No. 2, which was proposed by Mr. G. H. POTTS, seconded by Mr. H. O. BAIN, carried.

Mr. ARNOLD proposed and Mr. LAU CHU PAI seconded, the adoption of the third resolution. The proposition was carried, there being four votes against it.

Mr. H. E. WHITE moved and Mr. TARRANT seconded, the adoption of Resolution No. 4. The motion was carried, there being four votes against it.

Mr. BROWN—I would also ask you, Mr. Chairman, to note my protests against resolutions 2, 3 and 4.

Mr. MOIR—This Company is to be voluntarily wound up. How can you call it voluntarily if we are not unanimous.

Mr. EWENS—The resolutions have been passed by a three-fourths majority, which is according to law.

Mr. BROWN—Where do you get the three-fourths majority? In the Articles of Association?

## PHOTO SUPPLIES.

LONG. HING &amp; CO.

No. 17, QUEEN'S ROAD.

Hongkong, 5th June, 1905.

four millions, of wool over five millions, of leather two and three-quarter millions, of rice seven and three-quarter millions, of beans a million and a quarter, of sugar over two millions, and of kerosene six and three-quarters of millions of yen. Unenumerated imports in 1904 showed an increase of 303 million yen over those of 1903. The value of the deliveries of the principal articles of import in Yokohama during 1904 was about the same as that of the previous year, but the value of the principal articles of Export during the same period exceeded that of 1903 by over twenty-two million yen.

Raw cotton.—The import of this article has not been adversely affected by the war, as the following figures show, viz:—

Value of import during 1903	1904
Yen 69,500,000	77,500,000

Yarn.—The heavy annual decline in the import of yarns, and the gradually increasing quality of the Japanese product, has for some years past pointed to the fact that the import trade was doomed, and the time has now arrived when it may be said that it is defunct, and reference thereto may in future be left out of the Board's reports.

Taking the values of this import for two past periods of four years, the figures show:—

1896	1900	1904
Yen 11,372,001	7,043,046	343,290

The import to Yokohama during 1904 was 3,740 piculs, against 7,243 piculs in the previous year, while the deliveries were 4,004 piculs, against 15,299 piculs in 1903, and the stock on December 31, 1904, amounted to only 948 piculs.

CHINA AND AMERICA.

Shanghai, China, 22nd May 1905.

In 1894 the Governments of China and the United States, animated by a strong desire to amicably settle, in a manner reciprocally beneficial to the interests of the people of both nations, the question of the coming of Chinese labourers into the United States, which the experience acquired since the signing of the first treaty between China and America on this subject, had shown required important revision, concluded a new treaty covering this subject, and for a period of ten years.

The last article of this treaty stipulated that if six months prior to the date fixed for its expiration (Dec. 7th 1904) neither of the signatory Powers had declared its desire to see it terminate, it should remain in force for another period of ten years. During the summer of last year (1904) the Chinese Government informed that of America that it wished the treaty of 1894 to terminate. At the same time it declared its wish to begin negotiating for the conclusion of a new treaty on the subject, and in August of last year, that is, say, about seven months ago, it sent to the American Secretary of State through the Chinese Minister at Washington a first draft of a treaty to serve as a preliminary basis for the discussion of the matter.

This draft was carefully considered by the American Government, and in due course a counter-draft was sent to the Chinese Minister at Washington, and was by him forwarded to the Wai Wu Pa for its consideration. This American counter-draft embodied the proposals and met the wishes of the Chinese Government with only such changes as were deemed necessary in the interest of both nations and of greater simplicity in execution.

This American counter-draft was in turn transmitted by His Excellency Liang Cheng to the Wai Wu Pa, and some three months later, that is to say, about three months ago, a new draft was received by the American Government from that of Peking for its consideration and an expression of its views.

This last draft of the Chinese Government is now the basis on which the negotiations between the two Governments are being conducted, and it is confidently believed that it will enable, and hasten, the conclusion of a treaty which will be mutually beneficial to both nations, to finally conclude a treaty to the general satisfaction of both countries.

Although it would be improper to disclose at the present stage of the negotiations the provisions which, in one form or another, will be included in what is being negotiated, it may be categorically stated that neither word nor deed on the part of the United States in the draft treaty it has submitted sought to impede the return to the United States of Chinese labourers lawfully entitled so to do, nor to put burdensome restrictions of any kind in the way of Chinese subjects, not belonging to the labouring classes, who may wish to visit or reside in the United States for purposes of pleasure or study.

On the contrary, all the suggestions of the American Government tend solely to simplify and expedite the coming of all persons of these latter classes to our country, for it is the earnest wish of the residents and people of America to extend to such visitors all such courtesies and facilities that may enable them to become better acquainted with our land and its inhabitants, our modes of thought, our methods of education and administration. They believe that by such knowledge, better than by any other means, our relations with China will grow closer and more friendly, no treaty between the two countries which has not for its object the opening and the improving of the relations between them could ever be conceived, let alone discussed, at least by the Governments of the United States and China.

The strong still appears the weak; but how sharp is the contrast between the oppression of the century ago and that of to-day! Nowadays the oppressor is apologetic, is self-excoriating, is anxious to repent as a philanthropist his crimes as a plutocrat. In the relations of employer and employee, we find the old, step-fatherly paternalism which made the employer a father to his workmen—such as King-Louis XIV. was a father to the French people—now replaced by a man-to-man, eyes-on-the-level recognition of the fact that service is mutual and that the social obligation is not of superior and inferior but of brother to brother. Wrongs that once strutted as rights are losing their brazen front of impudence; they still room the land, but they skulk.

TRADE MARK.		LIGHT WINES.	
		HOCKS AND MOSELLES.	
		1 doz.	2 doz.
		Bottles.	Bottles.
LAUBENHEIMER	...	\$13.00	\$15.00
GRACHER	...	14.00	16.00
NIERSTEINER	...	15.00	17.00
HOCHHEIMER	...	20.00	22.00
LIEBFRÄUMLICH	...	24.00	26.00
CALIFORNIA REBSLING	...	6.50	7.50
Do HOCK	...	6.50	7.50

WHITE WINES.		1 doz.	2 doz.
		Bottles.	Bottles.
GRAVES	...	\$ 8.50	\$ 9.50
Do "Superieur"	...	10.50	11.50
SAUTERNE	...	8.50	9.50
Do "Superieur"	...	10.50	11.50
Do HAUT	...	14.00	16.00
Do HAUT (Hannapier)	...	27.00	—
Ch. Yquem, 1894 Vintage	...	34.00	—

H. PRICE & CO.  
12, QUEEN'S ROAD CENTRAL.  
40

## SPECIAL SALE

AT  
ROBINSON'S  
OF

PIANOS, PIANOLAS,  
MUSIC AND MUSICAL INSTRUMENTS

PREVIOUS TO REMOVAL.  
GUARANTEED NEW INSTRUMENTS

BY ANY ENGLISH MAKER  
WILL BE SUPPLIED AT LONDON PRICES.  
We supply Superior Value to anything to be had in the Colony in Tone, Price, and Appearance in First-class German Makes tested 30 years by us.

<u>tested 30 years by us.</u>			
<hr/>			
METZLER	...	\$350	formerly \$ 475
PLEYEL	...	425	" 650
COLLARD	...	500	" 700



**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press, Codes: A.B.C., 5th Ed.  
P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**NOTICE.**  
DR. NEWELL WILSON, DENTIST, has REMOVED his Office to No. 2, Pedder Street, next to the General Post Office and opposite to the side entrance to the Hongkong Hotel.  
Hongkong, 5th June, 1905. [1370]

**LOST.**  
JAPANESE PUG DOG. Register Number on Collar 1,330. Reward on return to Manager.  
HONGKONG HOUSE HOTEL.  
Hongkong, 5th June, 1905. [1371]

**SITUATION WANTED.**  
BY an EXPERT TYPEWRITER, age 21, apply by letter stating terms or salary to "TYPEWRITER."  
Care of Daily Press Office.  
Hongkong, 5th June, 1905. [1372]

**TO ALL WHOM IT MAY CONCERN.**  
TAKE NOTICE that I will not be Responsible for, as from the date hereof, any Debt or Debts contracted by my adopted son ABDUL KARIM DAIKASHA.  
DALBASHA.  
Hongkong, 5th June, 1905. [1373]

**FOR SALE.**  
A MOTOR LAUNCH fitted with a 10 H.P. B. H. P. GARDNER KEROSENE MOTOR—electric ignition. Gasoline reversible propeller. Fast, roomy and very economical. Fuel any petroleum.  
Inspection and Trial by appointment.  
For particulars apply to—  
J. W. KEW.  
Care of Steam Water Boat Co.  
Hongkong, 5th June, 1905. [1374]

**SANITARY BOARD.**  
**NOTICE.**  
IN view of the intimate relationship which exists between Human Plague and Rat Plague, Householders are invited to report at once to the Medical Officer of Health should they find their premises to be infested with rats.  
By Order of the Board.  
C. F. W. BOWEN-ROWLANDS, Assistant Secretary.  
Hongkong, 5th June, 1905. [1375]

**TO THE OWNERS OF DOMESTIC BUILDINGS.**  
TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria occupied by members of more than one family must be cleaned and lime-washed THROUGHOUT by the owner during the months of May and June.  
N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all outside partitions—stairs and casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.  
The back yard should have its containing walls lime-washed up to the level of the first floor.  
Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.  
The Western Division of the City lies to the West of Tank Lane and Clarendon Street.  
C. F. W. BOWEN-ROWLANDS, Assistant Secretary.  
Dated this 5th day of May, 1905. [1376]

**POSTPONEMENT.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCHEW.  
THE Company's Steamship  
"HAITAN,"  
Captain Roach, will be despatched for the above ports TO-DAY, 5th inst., at 11 a.m.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO., General Managers.  
Hongkong, 3rd June, 1905. [1377]

**IMPERIAL GERMAN MAIL LINE.**  
NORDDEUTSCHER LOYD, BREMEN.  
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"DARMSTADT,"  
Captain G. Boote, due here with the outward German Mail about WEDNESDAY, A.M., will leave for the above places about 12 1/2 hours after arrival.  
NORDDEUTSCHER LOYD.  
For Further Particulars, apply to  
MELCHERS & CO., Agents.  
Hongkong, 5th June, 1905. [1378]

**CARTRIDGES.**  
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH  
ELEY'S, SCHULTZ'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES, 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SEED in all Sizes, Nos. 10 to 5566. AIR GUNS and AMMUNITION in Variety.  
W. M. SCHMIDT & CO.  
Hongkong 28th November, 1902. [1379]

## INTIMATIONS.

### THE DALLAS-BANDMANN OPERA COMPANY.

at the  
THEATRE ROYAL, HONGKONG.  
LAST TWO NIGHTS!  
TO-NIGHT (MONDAY), JUNE 5TH.  
"THE ORCHID."  
TUESDAY, JUNE 6TH.  
LAST NIGHT OF THE SEASON.  
"THE GIRL FROM KAYS."  
Price as usual. Doors Open 8.30 P.M.  
Commence 9 P.M.  
Plan at the ROBINSON PIANO CO., LD.  
F. C. GARTON, Manager.  
Hongkong, 5th June, 1905. [1384]

OSAKA SHOSEN KAISHA.  
HONGKONG BRANCH.  
IT IS HEREBY NOTIFIED that the Steamship business between Hongkong, China, Coast of Java and Pormosa originally carried on by the OSAKA SHOSEN KAISHA and lately transferred to Messrs. BRADLEY & CO., has to-day been retransferred to the OSAKA SHOSEN KAISHA.  
T. ARIMA, Manager.  
Hongkong, 3rd June, 1905. [1385]

**NOTICE.**  
IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1905-6, will be open to inspection at the Treasury for Twenty-one days, commencing on MONDAY, the 5th June, 1905.  
P. H. MAY, Colonial Secretary.  
Hongkong, 1st June, 1905. [1386]

**WANTED.**  
EMPLOYMENT during Advertiser's leisure hours, say from 6 to 8 and from 9 to 11 p.m., either to keep a Set of Books or to do any other Office Work.  
Apply to—  
S., Care of Daily Press Office.  
Hongkong, 1st June, 1905. [1389]

**SITUATION WANTED.**  
ADVERTISER, age 34, desires a position as GENERAL OFFICE ASSISTANT; has thorough knowledge of Bookkeeping and Accounts, and Typewriting; can also speak the Cantonese dialect fluently.  
Apply by letter to—  
ENGLISHMAN, Care of Daily Press Office.  
Hongkong, 30th May, 1905. [1392]

**WANTED.**  
ENGLISHMAN. Experienced ACCOUNTANT and BOOKKEEPER desires, during spare time, Supervision and Account Work.  
Address—  
"ACCOUNTANT," Care of Daily Press Office.  
Hongkong, 30th May, 1905. [1393]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.  
CHEAP EXCURSIONS TO MACAO!  
THE Steamship  
"HONAN,"  
2363 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure—From Hongkong at 9 a.m. arriving at Macao about NOON. Hour of departure—From Macao from 4 p.m. to 7 p.m. to suit tide, arriving at Hongkong about 3 hours after departure.  
FARES:—  
First Class Single \$2. ... Return \$4.  
Second Class Single \$1. ... Return \$2.  
Children under 12 half-price.  
Tickets may be obtained at the Office of the Company, 15, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.  
T. ARNOLD, Secretary.  
Hongkong, 3rd May, 1905. [1394]

**AUTOMATIC MAUSER PISTOLS.**  
CALIBRE 7.63 m.m.  
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900.

ROBERT CRAWFORD'S C. C. C. WHISKY.  
Price ... \$10 Per Dozen.  
Sole Agent—  
KWAN TYE, 110, Queen's Road Central.  
Hongkong, 12th April, 1905. [969]

**COLD STORAGE.**  
THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901. [52]

**PURE FRESH WATER.**  
THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Dock and Boilers.  
Call Flag W.  
J. W. KEW, Manager.  
1st Floor, 37, Connaught Road.  
Hongkong, 13th June, 1903.

**ON SALE.**  
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1904. With Index. Price \$7.50.  
On sale at the Hongkong Daily Press Office  
Hongkong 25th February, 1905.

## AUCTIONS.

### BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have been instructed to sell by Public Auction TO-DAY (MONDAY), the 5th June, 1905, at 2.30 o'clock in the afternoon, at their Auction Room, No. 8, Des Vaux Road (Corner of Ice House Street), THE VALUABLE LEASEHOLD PROPERTY, which is intended to be registered in the Land Office as SUBSECTION OF SECTION NO. 1 MARINE LOT NUMBER SEVENTY-ONE in one Lot.  
This property comprises Nos. 84, 86, 88, and 90, KO SHING STREET, Victoria, Hongkong.  
Particulars and Conditions of sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOCKER & DEACON, 1, Des Vaux Road (Central), and also from the Auctioneers, Hongkong, 22nd May, 1905. [1245]

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction, TO-MORROW (TUESDAY), the 6th June, 1905, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), AN ASSORTMENT OF GOLD AND SILVER JEWELLERY. Also A Quantity of SILKS.  
TERMS—As usual.  
HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 3rd June, 1905. [1367]

**PUBLIC AUCTION.**  
MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction on TUESDAY, the 13th day of June, 1905, at 3 p.m., at their SALES ROOMS, the following VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz:—  
All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Island Lot No. 609 B, area 37,935 square feet or thereabouts; Term 99 years; Annual Crown Rent \$7446; together with the Messuage thereon known as "Greenmount" Bonham Road, Victoria aforesaid.  
For further Particulars and Conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Vendor's Solicitors, or Messrs. HUGHES & HOUGH, Auctioneers.  
Hongkong, 15th May, 1905. [1295]

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to Sell by Public Auction, on WEDNESDAY, 14th June, 1905 at 3 p.m., on board, H.M. Screw Steam Ship "HUMBER," Extreme length ... 245' 6" Breadth ... 27' 6" Displacement ... 1,640 tons Horse Power ... 800. ENGINES—Earle's compound Surface Condensing.  
BOILERS—Two double ended cylindrical return tubular, load on safety valves 70 lbs. CONDENSERS—1 Kirkaldy and 1 Normandy single, distilling 1,200 and 2,400 galls. of water per 24 hours respectively.  
To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of coal, Anchors and Cable.  
A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and at the Auctioneers' also on board.  
The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.  
The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).  
Inspecting orders can be obtained from the Auctioneers.  
TERMS—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.  
Further special conditions may be obtained on application to the Auctioneers.  
HUGHES & HOUGH, Auctioneers to the Government.  
Hongkong, 31st May, 1905. [1344]

**BOARD AND RESIDENCE.**  
PENSION FRANCAISE AND RESTAURANT.  
49, POTTINGER STREET, TENUE PAR MME. I. GUIOU.  
FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3.50 per day. Reduced Terms for an Extended Stay.  
Hongkong, 13th January, 1905. [100]

**BOARD AND RESIDENCE.**  
MRS. GILLANDERS  
"GLENWOOD," 27, CAINE ROAD.  
Hongkong, 19th March, 1904. [761]

**BOARD AND RESIDENCE.**  
ROOM with European Family in ROBINSON ROAD. Separate Bath Room. of the Harbour View.  
Apply to—  
J. D., Care of Daily Press Office.  
Hongkong, 30th May, 1905. [1329]

**"TANG YUEN."**  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine and Accommodation.  
Apply—  
MANAGERESS, Macdonnell Road or FAIRALL & CO., Queen's Road.  
Hongkong, 2nd March, 1905. [5]

## PUBLIC COMPANIES.

### GREEN ISLAND CEMENT COMPANY LIMITED.

SHARE CERTIFICATES Nos. 229/230; 370/380; 505/511; 529/536/533 and 1224 for shares Nos. 9101/9150; 9201/9225; 9251/9275; 10196/10235; 10739/10838; 12742/12808; 37638/37777 and 70401/71175 standing in the Register in the names of LI SHING HING having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, St. George's Buildings, before the 23rd day of June, 1905, NEW CERTIFICATES for the said shares will be issued to the owner and the Old Certificates will thereafter be held by the Company as null and void.  
Dated this 23rd day of May, 1905.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 24th May, 1904. [1237]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.  
**NOTICE.**  
NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 6626 issued 23rd December, 1901, for One Hundred and Fifty Shares numbered 37231/37300, 506/515, 5316/5365, 23569/25615 of the Company, in the name of TONG SHOU KIANG, No. 6627 issued 23rd December, 1901, for One Hundred and Fifty Shares numbered 34236/34335, 71587/71635, 58881/58910 of this Company in the name of TONG SHOU PANG, of Hankow, have been LOST, and should the same not be produced before the 27th June, 1905, NEW SCRIP CERTIFICATES will be issued to the said Tong Shou Kiang and Tong Shou PANG, and no transactions taking place under the said Scrip Certificates Nos. 6626 and 6627 will be recognised by the Company.  
T. ARNOLD, Secretary.  
Hongkong, 27th May, 1905. [1307]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.  
**LOST.**  
THE CERTIFICATES of 600 and 500 SHARES standing in the Register of this Company in the names of TONG SHOU PANG and TONG SHOU KIANG respectively have been LOST, viz:—  
Scrip No. 2481—20,297/20,896—600 Shares.  
" " 2485—20,897/21,396—500 " 1100 Shares.  
NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 1100 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 29th May, 1905. [1314]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.  
**LOST.**  
THE CERTIFICATES of 600 and 600 SHARES standing in the Register of this Company in the names of TONG SHOU PANG and TONG SHOU KIANG respectively, have been LOST, viz:—  
Scrip No. 2481—8,001/81,600—600 Shares.  
" " 2482—5751/6055 " 21,936/21,335—600 " 1200 Shares.  
NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 1200 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 29th May, 1905. [1315]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.  
**NOTICE.**  
THE CERTIFICATE No. 4904 for 28 Shares in the above Company numbered 3361 to 3388 inclusive standing in the Register of Shareholders in the name of TONG SHOU PANG having been LOST, it is thought in the destruction of the Steamship "Yuen Wo" by fire in the Yangtze River on or about the 26th ultimo, NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said Twenty-Eight Shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.  
JAMES WHITTALL, Secretary.  
Hongkong, 27th May, 1905. [1316]

CHINA TRADERS' INSURANCE CO., LIMITED.  
**NOTICE.**  
THE CERTIFICATE No. 4903 for 27 Shares in the above Company numbered 3359 to 3410 and 15,391 to 15,895 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been LOST, it is thought in the destruction of the Steamship "Yuen Wo" by fire in the Yangtze River on or about the 26th ultimo, NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said Twenty-Seven Shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.  
JAMES WHITTALL, Secretary.  
Hongkong, 27th May, 1905. [1317]

**NOW READY.**  
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG  
for Demand Drafts on London on the day of or preceding the Departure of the English Mails; also Table of Yearly Approximate Averages FOR 31 YEARS, FROM 1874 to 1904.  
Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.  
Hongkong, 11th May, 1905.

## PUBLIC COMPANY.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

**NOTICE.**  
THE CERTIFICATE No. 2493 for 25 Shares in the above Company, numbered 14,306 to 14,330 inclusive, standing in the Register of Shareholders in the name of TONG SHOU PANG, also the Certificate No. 2494 for 25 Shares in the above Company numbered 14,331 to 14,355 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been LOST, it is thought in the destruction of the steamship "Yuen Wo" by fire in the Yangtze River on or about the 26th April, 1905, NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said fifty shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificates will, unless produced within that period, be thereafter held by this Company as null and void.  
DOUGLAS LAPRAIK & CO., General Managers.  
Douglas Steamship Co., Ltd.  
Hongkong, 19th May 1905. [1330]

**TO LET.**  
"PARKSIDE" KOWLOON, a Six Roomed Detached House Standing in its own Grounds, facing the King's Park. For Particulars, apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 24th May, 1905. [1284]

**TO LET.**  
FURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon.  
Apply—  
"S. S.," Care of Daily Press Office.  
Hongkong, 3rd June, 1905. [1364]

**TO LET.**  
"WOODBURY" GARDEN ROAD, KOWLOON. Detached House and Garden. Moderate rental. Possession 1st June, 1905.  
Apply to—  
HUMPHREYS' ESTATE AND FINANCE CO., LD.  
Hongkong, 24th May, 1905. [1285]

**TO LET.**  
OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House), also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.  
SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately or together.  
Apply to—  
CHUNG SHUN KOO, 12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

**HONGKONG CLUB.**  
**TO LET.**  
TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.  
C. H. GRACE, Secretary.  
Hongkong, 1st June, 1905. [1350]

**TO LET.**  
NO. 1, RIFON TERRACE.  
FLATS in MORRISON TERRACE, facing the Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BAIRN PIER).  
GODOWNS: PRATA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th June, 1904. [181]

**TO LET.**  
WITH IMMEDIATE POSSESSION  
"FOREST LODGE" Caine Road.  
Apply to—  
H. N. MODY.  
Hongkong, 2nd May 1905. [1114]

**TO LET.**  
NO. 74, CAINE ROAD.  
No. 2, MACDONNELL ROAD.  
Apply to—  
COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [84]

**TO LET.**  
POSSESSION 1st July, 1905. No. 58, CAINE ROAD. 6-Roomed House. Healthy locality. View of Harbour.  
Apply to—  
CHINA MERCHANTS S. N. CO.  
15 & 16, Connaught Road, Praya West.  
Hongkong, 26th May, 1905. [1296]

**TO LET.**  
IMMEDIATE POSSESSION. No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 8 Roomed House. Servants' quarters detached. Lately renovated throughout.  
Apply to—  
MOK KOON YUK, Compradore Office, Butterfield & Swire.  
Hongkong, 24th May, 1905. [1225]

**TO LET.**  
NOS. 2, 5, 6, BARROW TERRACE, DUBAR HOUSE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG.  
Apply to—  
SAM WANG CO., LD., 81, Queen's Road Central.  
Hongkong, 18th May, 1905. [1234]

**TO LET.**  
NO. 12, KNUITSFORD TERRACE, KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 5th May, 1905. [1143]

## TO LET

**TO LET.**  
DUNHEVED 33, Robinson Road.  
Apply to—  
HO U. MING, 81, Queen's Road Central.  
Hongkong, 11th April, 1905. [953]

**TO LET.**  
SUITE OF TWO ROOMS, SUITE OF THREE ROOMS, 3rd Floor of Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS.  
Hongkong, 24th May, 1905. [189]

**TO LET.**  
FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.  
Apply—  
Care of Daily Press Office.  
Hongkong, 9th March, 1905. [675]

**TO LET.**  
NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.  
Apply to—CHINA MERCHANTS STEAM NAVIGATION CO., 15 & 16, Connaught Road, Praya W.  
Hongkong, 19th April, 1905. [1030]

**TO LET.**  
NEW "KINGSOLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.  
For full particulars, apply to—  
LINDSEY & DAVIS, Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905. [478]

**TO LET.**  
"THE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court.  
Apply to—  
C. F. DE CARVALHO, Care of H. and S. Bank.  
Hongkong, 10th May, 1905. [1179]

**TO LET.**  
TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [869]

**TO LET.**  
EYRIE, Unfurnished. Newly repaired, No. 4, BELLIOS TERRACE, 1st Row. No. 21, " " 3rd Row. No. 20, " " 3rd Row. 2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Caldwell Macgregor & Co.'s premises). BISHOP'S LODGE SOUTH (Furnished) from 23rd June for 2 or 3 months. "WESTWARD HO" Bonham Road, Ground Floor. No. 1, DES VEAUX VILLAS. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental. 2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.  
Apply to—  
LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings.  
Hongkong, 1st June, 1905. [190]

**TO LET.**  
IN Hotel Mansions THREE OFFICES commanding position on Front.  
Apply—  
M. J. D. STEPHENS, Solicitor, 18 Bank Buildings.  
Hongkong, 29th March, 1905. [845]

**TO LET.**  
NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.  
Apply to—  
E. A. DE CARVALHO, 14, Arbuthnot Road.  
Hongkong, 13th May, 1905. [119]

**TO LET.**  
MEIRION No. 2 THE PEAK. From the 1st June, 1905.  
Apply to—  
E. JONES HUGHES.  
Hongkong, 9th May, 1905. [1166]

**TO LET UNFURNISHED—AT THE PEAK.**  
WITH Immediate Entry. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.  
Apply to—  
RUSSO-CHINESE BANK.  
Hongkong, 3rd May, 1905. [1130]

**TO LET.**  
SUITABLE for Offices, TWO ROOMS in Prince's Building.  
Apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 4th March, 1905.

**TO LET.**  
DWELLING HOUSES on Pedder's Hill, occupation from the 1st June.  
For Further Particulars, apply to—  
DAVID EASSON & CO., LD.  
Hongkong, 6th April, 1905. [907]

**SUN FAT CO**  
MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, LEONY FURNITURE and FANCY GOODS  
No. 82, QUEEN'S ROAD CENTRAL.  
Any Order Promptly Attended To  
Hongkong, 12th January, 1905.







## SHIPPING.

## ARRIVALS.

ADDON, British battleship, 3rd June, from  
Mitsui Bussan Kaisha, Ltd., 1020, H.  
Kobe, 3rd June, Bangkok 27th May, Rico,  
Mitsui Bussan Kaisha, Ltd.  
CARL DIEDERICHSEN, German str., 769, H.  
Schlachter, 4th June, Haiphong 1st June  
and Hoihow 3rd June, General, Johnson  
& Co.  
COMLIEBANK, British ship, 2154, George, 2nd  
June, Cardiff 2nd June, Coal, Admiralty.  
HELENE, German str., 771, J. Jensen, 2nd June,  
Hoihow 1st June, Sugar, General and  
Cattle, Johnson & Co.  
HUTTEN, British steamer, 4th June, from  
Canton.  
KAMOR, Norwegian str., 245, S. Falck Muns,  
4th June, Chinkiang 29th May, Rico,  
A. Buzze.  
KWANGLET, Chinese str., 3rd June, from  
Canton.  
LAWHILL, British 4-m. barque, 2,749, J. C.  
Jarvis, 3rd June, New York 27th June,  
Cass Oil, Standard Oil Co.  
LYMA, German str., 477, R. Rithner, 4th June,  
Hamburg 9th April, General, Ocular.  
PETERARCH, German str., 1,252, C. Ahrens, 4th  
June, Saigon 31st May, Rico and General,  
Sander, Winsor & Co.  
SAGAMI, British str., 2,674, P. J. Littlehale,  
3rd June, Amoy and Japan ports 1st June,  
General, Dodwell & Co., Ltd.  
SAMSEN, German str., 298, P. Rohwaldt, 4th  
June, Dairen and Koshichang 29th May,  
Hiro, Melchers & Co.  
SCOTTIE HILLS, British ship, 1,908, Blackmore,  
2nd June, Cardiff 14th Jan., General.  
SHERA, British ship, 1,628, E.  
Vought, 4th June, Cardiff 10th Dec.,  
Patent Fuel, Admiralty.  
TAMING, British str., 1,350, Osterbridge, 2nd  
June, Manila 21st May, General.  
TREMIS, Norwegian str., 1,202, Thomassen, 2nd  
June, Kobe via Moji 27th May, General  
—Chinese.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
3rd June.  
Hongkong, 1st June, str., for Amoy.  
Sagami, British str., for Singapore.

## DEPARTURES.

3rd June.  
BIANCA, German str., for Nikolajevsk.  
EANG, British str., for Kuching.  
HAILAN, French str., for Pakhoi.  
JIANGANG, British str., for Shanghai.  
JIANGANG, British str., for Singapore.  
JIANGANG, French str., for Haiphong.  
MAIT, British str., for Europe.  
PALMA, British str., for Shanghai.  
PRONHE, Norwegian str., for Swatow.  
QUEEN LOUISE, Norwegian str., for Sourabaya.  
SUNT, British str., for Manila.  
SAINT KILDA, British str., for Yokohama.  
4th June.  
ARDOVA, British str., for Kuching.  
HULLBOOTH, British str., for Hankow.  
FOSTERCK, German str., for Samarang.  
FRITHJOE, Norwegian str., for Tamsui.  
CHUNGKANG, British str., for Batavia.  
HANU, French str., for Hoihow.  
ICHANG, British str., for Shanghai.  
JACON DIEDERICHSEN, German str., for Hoihow.  
LAWHILL, British 4-m. barque, for Canton.  
LYDIA, German str., for Chinkiang.  
MAD. RICKMERS, German str., for Bangkok.  
WAISHING, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. Taming reports: Light wind  
and fine weather.  
The British ship Sierra Lucena reports:  
Light winds and calm predominated showery  
in China Sea, also one water spout.

## VESSELS IN DOCK.

3rd June.  
ABERDEEN DOCKS.—  
KOWLOON DOCKS.—City of Birmingham,  
Thodon, Buford, Kungtung.  
COSMOPOLITAN DOCK.—Crusoe, der, Argentina.

## VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"PUNDUA"  
Captain R. F. Thomson, will be despatched as  
above TO-MORROW, the 6th June, at DAY-  
LIGHT.  
For Freight or Passage apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 31st May, 1905. [1346]

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Steamship

"CATHERINE APCAR."  
Captain A. Stewart, will be despatched for the  
above ports TO-MORROW, 6th inst., at 3 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 1st June, 1905. [1332]

"DEN" LINE OF STEAMERS.  
THE Steamship

FOR GENOA, LONDON & ANTWERP.  
THE Steamship

"BENMOHR."  
Captain Webster, will be despatched as above  
on or about the 6th June.  
For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 30th May, 1905. [1276]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and QUEEN-  
SLAND PORTS, and taking through Cargo,  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)  
THE Steamship

"EASTERN."  
Captain Ellis, will be despatched for the  
above ports on SATURDAY, the 10th June,  
at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, too, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A fully qualified Surgeon and Stewardess  
are carried.  
N.B. To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 9th May, 1905. [1171]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked  
K, nearest Hongkong, H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	SOCOTRA	Brit. str.	1 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	About 7th inst.
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	1 m.	G. Philipps	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AXAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP, &c.	BANTU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
MARSEILLES, &c., via PORTS OF CALL	POLYNESIEN	Brit. str.	1 m.	Webster	NIPPON YUSEN KAISHA	On 13th inst., at 1 p.m.
BREMEN, via PORTS OF CALL	C. FERD. LAEISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 7th inst., at Noon.
HAVRE, DUNKIRK, BREMEN & HAMBURG	BRISAVIA	Ger. str.	k. w.	Rus	HAMBURG-AMERIKA LINE	On 12th inst.
HAVRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Schulke	HAMBURG-AMERIKA LINE	On 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINE	On 12th July.
HAVRE & HAMBURG via STRAITS, &c.	ALBESIA	Ger. str.	k. w.	Seich	HAMBURG-AMERIKA LINE	On 26th July.
HAVRE & HAMBURG via STRAITS, &c.	NIPPON	Brit. str.	1 m.	Webster	BUTTERFIELD & SWIRE	On 10th Aug.
TRIESTE, &c., via SINGAPORE, &c.	BERNMOHR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst., p.m.
GENOA, LONDON & ANTWERP	DECAULION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 6th inst.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	SEINTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th Aug.
NEW YORK via PORTS & SUEZ CANAL	NORDPOL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK via PORTS & SUEZ CANAL	SAGAMI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 2nd inst.
NEW YORK via PORTS & SUEZ CANAL	NUBIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th inst.
NEW YORK via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 21st inst.
NEW YORK via PORTS & SUEZ CANAL	EMPRESS OF INDIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th July.
VANCOUVER, via SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst.
VANCOUVER, via SHANGHAI JAPAN, &c.	YANGTZE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 8th inst., at Daylight.
VICTORIA (B.C.) & TACOMA via JAPAN	PIADEDES	Brit. str.	1 m.	F. G. Purington	DODWELL & CO., LTD.	On 19th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	AGROSTIA	Brit. str.	1 m.	J. H. Rinder	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
PORTLAND, OREGON via SHANGHAI, &c.	BAKOTA	Brit. str.	1 m.	Ellis	BUTTERFIELD & SWIRE	On 14th inst.
SEATTLE, via SHANGHAI & JAPAN	EASTERN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA, &c.	CHANGSHA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 19th inst.
AUSTRALIAN PORTS via MANILA, &c.	WILLEHAD	Brit. str.	1 m.	S. Barclay	P. & O. S. N. Co.	Quick despatch.
AUSTRALIAN PORTS via MANILA, &c.	JAVA	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 10th inst., at 3 p.m.
YOKOHAMA, via SHANGHAI, MOJI & KORE	TIPANAS	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-day.
JAPAN via SHANGHAI	WOSANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
TIENSIN	HUPH	Brit. str.	1 m.		JARDINE, MATHESON & CO.	About 6th inst.
SHANGHAI	CHONGYANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	Quick despatch.
SHANGHAI	CHANG JESSEN	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 8th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	DAIMSTADT	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 11th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	POCHOW	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI	KUANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-day, at 11 a.m.
SHANGHAI	SIMIA	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 15th inst.
SHANGHAI	PROTEUS	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-morrow.
TAMING	PUNDUA	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 9th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 10th inst., at Noon.
SWATOW, WEIHAIWEI, CHEFOO & TIENSIN	CHIHUI	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 17th inst., at Noon.
MANILA	YUENSANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 17th inst.
MANILA	ZAFIRO	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
MANILA	KATONG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 9th inst., at 3 p.m.
CEBU & ILOILO	CATHERINE APCAR	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CHUNANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	
SINGAPORE, SOERABAYA & SAMARANG	NAMSANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-  
to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat. 10th June, Noon.
RUBI	2540	A. H. Notley	Manila	Sat. 17th June, Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 5th June, 1905. [115]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY

## FOR NEW YORK VIA PORTS AND SUEZ

## CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "NORDPOL" ... On 15th June.  
S.S. "INDRAWADI" ... On 25th June.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
Hongkong, 18th May, 1905. [1004]

## OSAKA SHOSEN KAISHA.

## REGULAR STEAM-SHIP SERVICES BETWEEN

## HONGKONG, SOUTH CHINA COAST PORTS

## AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW	"CLARA JESSEN"	About TUESDAY, 6th
AMOY AND FOCHOW	Bendixon	Just
TAMING VIA SWATOW	"PROTEUS"	SUNDAY, 11th June,
AND AMOY	C. Moller	at 8 A.M.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.  
Hongkong, 30th June, 1905. [14]

## HAMBURG-AMERIKA LINE.

## OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, Gلاسگو, TRIESTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE.
C. FERD. LAEISZ	HAVRE, DUNKIRK, BREMEN and	On 12th June. Freight.
Capt. von Hoff	1. AMBURG	(Calling at Singapore, Penang and Colombo)
BRISGAVIA	HAVRE & HAMBURG	On 28th June. Freight.
Capt. Russ	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAVRE & HAMBURG	On 12th July. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ACILIA	HAVRE & HAMBURG	On 26th July. Freight.
Capt. Schulte	(Calling at Singapore, Penang and Colombo)	
ALBESIA	HAVRE & HAMBURG	On 10th Aug. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	
NUBIA	NEW YORK via SUEZ	On 5th June. Freight.
Capt. Habel	with liberty to call at the Malabar coast	

Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloons and cabins amidships. Lighted throughout by electricity.  
For Freight or Particulars, apply to  
HAMBURG-AMERIKA LINE.  
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR

LONDON AND ANTWERP  
via SINGAPORE, PENANG,  
COLOMBO AND PORT SAID

YOKOHAMA via SHANGHAI,  
MOJI and KORE  
(Passing through the Inland Sea)

SHANGHAI

LONDON, &c.

FOR FURTHER PARTICULARS, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 5th June, 1905.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 21st June.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 5th July.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 12th July.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 2nd Aug.

R.M.S. "ATHENIAN" ... 3,382 Tons ... WEDNESDAY, 9th Aug.

Hongkong to London, 1st Class ... via St. Lawrence \$260, via New York \$282.

Intermediate on Steamers, ... \$240.

and 1st Class Rail ... \$242.

THE magnificent "TWIN-SCREW" "EMPEROR" STEAMSHIP, passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only a  
Intermediate rate, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
9, Pender Street.

## NORTHERN PACIFIC LINE.

## BOSTON S. S. CO. BOSTON TOWBOAT CO.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
---------	------	---------	--------------

PIADEDES ... 3,753 ... F. G. Purington ... Friday, June 30th

SHAWMUT ... 9,606 ... E. V. Roberts ... Wednesday, July 12th

TREMENT ... 9,606 ... T. W. Garlick ... Tuesday, August 8th

† Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMENT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDING,  
Hongkong, 9th May, 1905. [7]

## VESSELS ON THE BERTH

## REGULAR

## STEAMSHIP SERVICE TO NEW

## YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" ... 2nd June.

"MONTROSE" ... 20th June.

"ST. HUGO" ... 15th July.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 2



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"FOXTON HALL"	On 15th June.
GLASGOW and LIVERPOOL	"YANGTSE"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 18th June.
GLASGOW and LIVERPOOL	"AJAX"	On 23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 28th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th June.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	On 18th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTSE"	On 18th June.
	"KEEMUN"	On 18th July.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 27th May, 1905.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	On 5th June.
SHANGHAI	"TAMING"	On 6th June.
SHANGHAI	"FOOCHOW"	On 8th June.
SHANGHAI	"KIUKIANG"	On 9th June.

MANILA, ZAMBOANGA, PORT  
DAWID, THURSDAY ISLAND,  
COOKTOWN, CAIRNS, TOWNS-  
VILLE, BRISBANE, SYDNEY and  
MELBOURNE.  
SWATOW, WEIHAIWEI, CHEFOO  
and TIENSIN.  
CEBU and LOILO.  
\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th June, 1905.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BAITMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.  
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
1905

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY 7th June
ZIETEN	WEDNESDAY 21st June
DARMSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHWANTORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
RUON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
GNESERNAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 7th day of JUNE, 1905, at Noon, the Steamship  
"BAYERN," Captain Förmes, with MALES, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 5th June. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will  
be received at the Agency's Office until Noon, on TUESDAY, the 6th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 25th May, 1905.

## SOUTH AFRICAN LINE OF STEAMERS

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Marlow.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "KIBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 10th February, 1905.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO THE INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON  
"ARAGONIA" 5,198 Schults June 15th, 1905.  
"NICOMEDIA" 4,370 Wagner June 26th, 1905.  
"NUMANTIA" 4,370 Bremer July 16th, 1905.  
"ARABIA" 4,483 Mettenheim August 6th, 1905.  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 27th May, 1905.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
FOR  
SHANGHAI "CHOYSANG" Tuesday, 6th June, 3 P.M.  
SINGAPORE, SOERABAYA and "CHUNSIANG" Friday, 9th June, 3 P.M.  
SAMARANG "YUENSANG" Friday, 9th June, 4 P.M.  
\* MANILA "WOSANG" Saturday, 10th June, 3 P.M.  
TIENSIN "NAMSANG" Tuesday, 13th June, Noon.  
\* SINGAPORE, PENANG & CALCUTTA  
\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 3rd June, 1905.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA	First half of June	JAPAN via SHANGHAI	First half of June
TJILATJAP.	JAVA	First half of July	JAPAN via SHANGHAI	First half of July
TJINJAH.	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

**JAVA-CHINA-JAPAN LIJN.**

Alexandra Buildings, 3rd Floor.  
Hongkong, 5th June, 1905.

Telephone No. 375.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BAHAMA, PERSIAN GULF, CONTINENTAL,  
AFRICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"  
Captain G. Phillips, carrying His  
Majesty's Mails, will be despatched from this Port  
on SATURDAY, the 17th June,  
at NOON, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "Britannia," 6,555 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Calcutta," due  
in London on the 30th July, 1905.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
L. E. LEWIS,  
Acting Superintendent.  
Hongkong, 5th June, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE  
via NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, SYDNEY  
AND MELBOURNE.

On TUESDAY, the 27th June, 1905, at Noon, the  
Steamship "WILLEHAD," Captain  
Obenauer, with Mails, Passengers and Cargo,  
will leave this Port as above, calling at  
The Steamer has splendid accommodation and  
carries a Doctor and a Stewardess.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

**MELCHERS & CO.,**

Agents.

Hongkong, 1st June, 1905.



AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
CALLING AT SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ,  
AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
AMERICAN PORTS.)

THE Company's Steamship

"NIPPON,"  
Captain Soichi, will be despatched as above on  
THURSDAY, the 29th inst., P.M.

This steamer has accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Princes' Buildings.  
Hongkong, 2nd June, 1905.

## SHIPPING IN PORT.

ANGLO-GERMAN STEAMERS.

29th May.—Bangkok 23rd May, Rice and  
Wood.—Butterfield & Swire.  
ARAGONIA, German str., 5,198, R. Schults,  
27th May.—Portland 20th April, General.  
—Portland and Asiatic S.S. Co.

CATHERINE APICAL, British str., 1,730, A.  
Stewart, 29th May.—Calcutta 18th May,  
and Straits 25th, General.—David Sassoon  
& Co., Ltd.

CHUNSIANG, Chinese str., 1,177, Chas. Stewart,  
1st June.—Shanghai 28th May, General.  
—China.

CHOWFA, German str., 1,005, Spiessen, 1st  
June.—Bangkok 27th May, Rice.—Butter-  
field & Swire.

CHOYSANG, British str., 1,424, T. W. Selby,  
30th May.—Shanghai 26th May and Swatow  
29th, General.—Jardine, Matheson & Co.

CHUNSIANG, British str., 1,418, Ross Cox, 28th  
May.—Chinkiang 24th May, General.—  
Jardine, Matheson & Co.

CRUZEIRA, British str., 2,744, F. Brown, 17th  
May.—Mororan 7th May, Coal.—Mitsui  
Bussan Kaisha.

ERI, Norwegian str., 860, N. Anderson, 29th  
May.—Haiphong via Hoihow 24th May,  
General.—Aagaard, Thoresen & Co.

GIANG BEE, British str., 1,188, A. Dunlop, 2nd  
June.—Penang via Singapore 22nd May,  
General.—China.

HAITAN, British str., 1,183, J. S. Roach, 2nd  
June.—Fochow via Ports 30th May,  
General.—Douglas Lapraik & Co.

HANOT, French str., 730, P. Morlees, 1st June.—  
Haiphong and Hoihow 31st May, General.  
—A. R. Marty.

HERMANN MENZEL, German str., 1,864, W.  
Hansen, 26th May.—Shanghai 21st May,  
Rice.—Order.

HONGWAN I, British str., 2,060, J. Slaker, 2nd  
June.—Straits 28th May, General.—  
China.

IRAN, British str., 473, Wm. Winch, 23rd  
May.—Bangkok 15th May, Rice.—North  
German Lloyd.

KIUKIANG, British str., 1,228, Harris, 31st  
May.—Wuhu 26th May, General.—Butter-  
field & Swire.

KOHSHIANG, German str., 1,292, C. Gose-  
wisch, 1st June.—Bangkok 20th May, Rice.  
—Butterfield & Swire.

KWANGKE, Chinese str., 1,468, B. Lincoln,  
28th May.—Shanghai 24th May, General.  
—China.

KWONGSANG, British str., 1,428, W. P. Baker,  
30th May.—Wuhu 24th May and Chinkiang  
25th, Rice.—Jardine, Matheson & Co.

LYDIA, German str., 1,771, G. Stenbrant, 23rd  
May.—Wuhu and Chinkiang 19th May,  
General.—Siemens & Co.

LYEMBOON, German str., 1,238, Th. Lehmann,  
27th May.—Shanghai 23rd May, General.  
—Siemens & Co.

MACQUARIE, British steamer, 2,073, St. John  
George, 25th April.—Moji 21st April, Coal.  
—Gibb, Livingston & Co.

PENDUA, British str., 2,156, C. J. Swanson, 1st  
June.—Rangoon and Straits 27th May,  
General.—Jardine, Matheson & Co.

RAS ELBA, British str., 1,769, Green, 29th May.  
—Hongkong 27th May, Coal.—Doddwell & Co.

TAISHAN, British str., 1,121, J. T. Lewis, 30th  
May.—Saloon 26th May, General.—  
Bradley & Co.

TELEMACHUS, British str., 1,340, J. Williamson,  
28th May.—Saigon 21st May, General.—  
China.

THOS. TURNBULL, British str., 1,242, Bland,  
20th May.—Cardiff 14th May, and Colombo  
1st May, Coal.—Doddwell & Co., Ltd.

THYRA, British str., 2,254, Bainbridge, 31st  
May.—Saigon 26th May, Rice.—Order.

TJIPANAS, Dutch str., 2,444, P. Zwart, 28th  
May.—Macassar 21st May, General.—  
Japan-China-Java Lijn.

It pays you to buy the best,  
& the best of all cocoas

## Van Houten's Cocoa

Try It.

It is a pure soluble cocoa with a delicious natural  
flavour which you cannot fail to enjoy.

"Pure and unadorned."—THE LANCET.

"Perfect in flavour. Pure and well prepared."

—BRITISH MEDICAL JOURNAL.

"A perfect beverage, combining strength, purity  
and solubility."—MEDICAL ANNUAL.

**BEST & GOES FARTHEST.**

1063-3

## DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.



## MAGNESIA

The Physician's  
Cure for Gout,  
Rheumatic Gravel  
and Gravel.

Safe and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

881

## CLEANSE YOUR BLOOD WITH GRIMAULT & CO'S SARSAPARILLA



The original sar-  
saparilla, recom-  
mended for the  
last 40 years for  
lymphatic diseases,  
eruptions, boils,  
and all disorders  
of the skin.

GRIMAULT & CO  
4, rue Vivienne,  
PARIS

1011

## BENGER'S Food

A delicious, highly  
nutritive, and most easily  
digested Food, specially  
prepared for Infants and  
for Adults whose  
digestive powers have  
been weakened by illness  
or advancing years.  
The experience of thou-  
sands has proved that  
this Food can be enjoyed  
and assimilated when  
others disagree.

A Lady writes:—"Humanly  
speaking, Benger's Food" entirely  
saved baby's life. I had tried four  
well-known foods, but he could  
digest nothing, until we began  
the Benger. He is now rosy and  
fattening rapidly."

Benger's Food in tins of  
chemists, etc., everywhere.

The British Medical Journal says:  
"Benger's Food has by its excellence  
established a reputation  
of its own."

**BENGER'S**

**Food**

**Food**

**Food**

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74-1



## POST OFFICE NOTICES.

Mails for CANTON, SHANGHAI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.  
A mail for MACAO per s.s. Wingat will be closed every week day at 5 p.m.  
Mails for NANTAO, SANHUI, KONGMOON, KIMCHUK, \*SAMSUI, \*WUCHOW and \*CANTON will be closed every week day at 5 p.m. On Sundays the mails will be closed at 9 a.m.  
\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Swatow, Amoy and Foochow	Hakka	Monday, 5th, 10.00 A.M.
Shanghai	Kiangnan	Monday, 5th, 12.15 P.M.
Macao	Kiangnan	Monday, 5th, 3.00 P.M.
Shanghai, Moji, Koba and Yokohama	Tokyo	Monday, 5th, 4.00 P.M.
Amoy, Swatow and Hongkong	Panama	Monday, 5th, 5.00 P.M.
Haiphong	France	Tuesday, 6th, 12.15 P.M.
Shanghai	China	Tuesday, 6th, 2.00 P.M.
Singapore, Penang and Calcutta	C. India	Tuesday, 6th, 2.00 P.M.
Shanghai, Chinkiang and Wuhu	Lydia	Tuesday, 6th, 3.00 P.M.
Manila	Tanjin	Tuesday, 6th, 3.00 P.M.

Europe, &c., India via Taticoria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Europe, &c., India via Taticoria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
Macao, Kiangnan, Kiangnan, Shikung and Takling	Macao, Kiangnan, Kiangnan, Shikung and Takling
Shanghai, Moji, Koba and Yokohama	Shanghai, Moji, Koba and Yokohama
Singapore, Penang and Sumatra	Singapore, Penang and Sumatra
Manila	Manila
Singapore, Penang and Sumatra	Singapore, Penang and Sumatra
Manila	Manila
Tinian, Puti, Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Tinian, Puti, Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth
Tientsin	Tientsin
Singapore, Penang and Calcutta	Singapore, Penang and Calcutta
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Europe, &c., India via Taticoria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Europe, &c., India via Taticoria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth
Swatow, Waimai, Chiefo and Tientsin	Swatow, Waimai, Chiefo and Tientsin
Manila	Manila
Europe, &c., India via Taticoria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Europe, &c., India via Taticoria (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
Cebu and Iloilo	Cebu and Iloilo
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
Friedrich Wilhelmshafen, Herberhschoe, Matsui, Sydney and Melbourne	Friedrich Wilhelmshafen, Herberhschoe, Matsui, Sydney and Melbourne

## TO-DAY.

Sale, Leasehold Property, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.  
The Dallas-Bandmann Opera Co., Theatre Royal, City Hall, 9 p.m.  
TO-MORROW.  
Sala Jewellery, &c., Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

3rd June	
ON LONDON.—	
Telegraphic Transfer .....	1/101
Bank Bills, on demand .....	1/107
Bank Bills, at 30 days' sight .....	1/107
Bank Bills, at 4 months' sight .....	1/107
Credit, at 4 months' sight .....	1/107
Documentary Bills, 4 months' sight/1/107	
ON PARIS.—	
Bank Bills, on demand .....	238½
Credit, at 4 months' sight .....	1/37
ON GERMANY.—	
On Demand .....	190½
ON NEW YORK.—	
Bank Bills, on demand .....	454
Credit, 10 days' sight .....	46
ON HONGKONG.—	
Telegraphic Transfer .....	139
Bank, on demand .....	139½
ON CALCUTTA.—	
Telegraphic Transfer .....	139
Bank, on demand .....	139½
ON SHANGHAI.—	
Bank, at sight .....	71
Private, 30 days' sight .....	72
ON YOKOHAMA.—On demand .....	91
ON SINGAPORE.—On demand—Pence .....	8 p.c. p.m.
ON SINGAPORE.—On demand .....	11½
ON HAIPHONG.—On demand .....	11½ p.c. p.m.
ON SAIGON.—On demand .....	13 p.c. p.m.
ON BANGKOK.—On demand .....	61½
SOVEREIGNS, Bank's Buying Rate .....	10.65
GOLD LEAF, 100 fine, per tola .....	55.50

## OPTUM.

Quotations are—	Allow on net, to 1 penny.
Malwa New	11.130 to
Malwa Old	11.130 to
Malwa Older	11.130 to
Malwa V. Old	11.130 to
Portafino quality	11.130 to
Portafino extra fine	11.130 to
Patna New	11.117 to
Patna Old	11.117 to
Benares New	11.082 to
Benares Old	11.082 to

## VESSELS EXPECTED.

THE AMERICAN MAIL.	The P.M. str. Korea, from San Francisco to the 3rd May via Honolulu, left Yokohama for this port on the 23rd May, a.m., via Kobe, &c., and is due here on the 12th June.
THE O. & O. str. Coptic, from San Francisco to the 12th May via Honolulu, left Yokohama for this port on the 31st May, a.m., via Kobe, &c., and is due here on the 12th June.	
THE GERMAN MAIL.	The I.G.M. str. Willhad left Sydney on Saturday at 4 p.m., and may be expected here to-morrow at daylight.
	The I.G.M. str. Bayern left Shanghai on Saturday at 1 p.m., and may be expected here to-morrow at daylight.

The I.G.M. str. Darmstadt left Singapore on Friday at 6 p.m., and may be expected here on Wednesday, the 7th June, a.m.  
The I.G.M. str. Prinz Waldemar left Sydney on Saturday at 5 p.m., and may be expected here on Monday, the 19th June.

THE CANADIAN MAIL.  
The C.P.R. str. Empress of India left Vancouver on Monday, the 22nd May, p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.  
The H.A.L. str. Silvana, from Hamburg, left Singapore for this port on the 30th May, a.m., and may be expected here to-morrow, a.m.  
The N.G.I. str. Coppi left Singapore for this port on the 30th May, p.m., and may be expected here to-day.

The British str. Inverclyde left Singapore on the 30th May, at 6 p.m., and is due here to-day.  
The str. Zuyra left Manila on Saturday, the 3rd inst., and is due here to-day at 5 p.m.

The H.A.L. str. Ambria, from Hamburg, left Singapore for this port on the 31st May, a.m., and may be expected here to-morrow, a.m.  
The Indo-China str. Nienang left Calcutta for this port on the 31st May, a.m., and may be expected here to-morrow.

The Boston Tow Boat Co.'s str. Lyra arrived at Yokohama on the 5th April.  
The Barber Line str. Shimosa left New York on the 13th April.

The P. & A. str. Nicomedia left Portland on the 24th May, and is due here on the 26th June.  
The C.P.R. str. Taylor left Vancouver on Monday, the 29th May, p.m., for Hongkong via the usual ports of call.

## STEAMERS PASSED THE CANAL.

May 9th—Ambria, Imrie, Opock, Silvana, Goldmouth, 12th—Machon, Silvana, 18th—Darmstadt, Macoyon, Java, Edinburg, 18th—Oceania, Prins, Duff, Indika, Luban, 23rd—Alicia, Beldia, Silvia (German), Hechuana, 23rd—Aja, Ceylon, Formosa, 30th—Krisso, Khatif, Sachin, Norden, Theodor, Wille, Achenblae, Jelanga, Piqua, June 2nd—Aganemnon, Alicia, Flinthire, Idomeneus, Schuyt, Taurine, Afghan.

## ARRIVALS AT HOME.

May 30th—Beyvia, June 2nd—Prinz Eitel Friedrich, Alenou, Barotse, Armand Belic, Merionethshire, Suvia, Pyrrhus, St. Fillans.

## PASSENGERS.

Per Tuning, from Manila, Lieut. Kanuter, Mr. and Mrs. Kiebert, Dr. and Mrs. Cotton, Mr. and Mrs. Halvie, Mr. and Mrs. Verr, Messrs. Little, Arthur, Keran, Britton, Williams and Owen.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 4th June.

	Previous Day	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.86	29.97	29.82
Temperature	83	84	80
Humidity	79	75	80
Wind Direction	S	S	S
Force	1	2	1
Weather	o	o	o
Rain	—	0.08	—

Highest open air temperature on 3rd..... 85  
Lowest open air temperature on 3rd..... 78

## Ideal Milk



Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

## JOINT STOCK SHARES.

Hongkong, 4th June.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Bank—		
Hongkong & Shanghai	\$125	\$271, value
National B. of China		London, 281 104.
A. Shares	45	\$37, buyers
Bell's Asbestos Co. A. S.	125	\$33, buyers
China-Borneo Co.	442	\$13, sellers
China Light & P. Co.	10	\$9, buyers
China Provident	10	\$8.60, buyers

Cotton Mills—		
Ewo	115	\$14, 37.
Hongkong	10	\$14, 37.
International	75	\$14, 37.
Latou & Mow	100	\$14, 37.
Soyabean	100	\$14, 37.
Dairy Farm	85	\$17, sellers

Docks and Wharves—		
Farnham, B. & Co.	100	\$160, buyers
H. & K. Wharf & Co.	50	\$103, buyers
H. & W. Dock	50	\$202, sellers
New Amoy Dock	50	\$20, sellers
Shai & H. Wharf	100	\$187
Fenwick & Co. Geo.	25	\$33, buyers
Island Cement	50	\$20, sales & sel.
Hongkong & C. Gas	50	\$100, buyers
Hongkong Electric	100	\$174, buyers
Do. New	50	\$112, sales & buy.
H. H. L. Tramways	100	\$217, buyers
Hongkong Hotel Co.	50	\$145, sellers
Hongkong Ice Co.	50	\$224.
Hongkong Rope Co.	50	\$174, sellers
H. K. S. Waterboat	100	\$174, sellers

Insurance—		
Canton	450	\$320, buyers
China Fire	220	\$86, buyers
China Traders	220	\$86, buyers
Hongkong Fire	220	\$86, buyers
North China Co.	220	\$86, buyers
Union	100	\$695, sellers
Yangtze	100	\$160.

Land and Building—		
Hongkong Land	100	\$112, sellers
Hongkong Estate	100	\$112, sales & sellers
Do. New	100	\$112, sales & sellers
Kowloon Land & B.	50	\$40, sellers
Shanghai Land	50	\$120, buyers
West Point Building	50	\$53, sellers

Mining—		
Charbonnages	250	\$400.
Rauba	1910	\$31, sellers
Philippine Co.	100	\$31, sellers

Refineries—		
China Sugar	100	\$221.
Lazoo Sugar	100	\$30, buyers

Steamship Companies		
China and Manila	25	\$21, sellers
Douglas Steamship	50	\$33, buyers
H. Canton & M.	15	\$27, sales
India-China S.N. Co.	210	\$110, sellers
Do. Prefecture	21	\$28, 34, & 100.
Star Ferry	10	\$5, ex div.
Do. New	5	\$27, ex div.
Shanghai & H. Dyeing	50	\$50.
Shanghai & H. Dyeing	25	\$23, sellers
Steam Laundry Co.	5	\$8, buyers
Do.	5	\$7, 12, buyers

Stores & Dispensaries		
Campbell, M. & Co.	10	\$80.
Powell & Co. Wm.	10	\$111, sellers
Watkins	10	\$8, sellers
Watson & Co. A.S.	10	\$127, ex div. sel.
United Asbestos	5	\$4, 99.
Do. Founders	10	\$180.

## VERNON &amp; SMITH, Brokers.

## HONGKONG TIME TABLE.

From 5th to the 11th June.

To correct Time Zone add 23 min. and 18 sec.

	Hongkong	Mean Time.	Hongkong	Mean Time.
Mon 5	6	10	6	10
Tues 6	11	42	11	42
Wed 7	11	2	11	2
Thurs 8	11	2	11	2
Fri 9	11	2	11	2
Sat 10	11	2	11	2
Sun 11	11	2	11	2

## WHITE HORSE CELLAR WHISKY.

PRICE PER CASE

OF

1 Doz.

\$14.00

OF

1 Doz.

\$14.00

THE NOTED BRAND

OF THE

OLD COACHING DAYS.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Hongkong, 6th April, 1905.

## NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS."

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 31st inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 a.m. on the 5th June.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 8th June will

be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter, or before the

8th June, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th May, 1905.

S.S. "CALEDONIAN"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.

Adour, from Havre ex s.s. Medoc,

in connection with above Steamers are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risks into the

Godowns of the Hongkong Kowloon Wharf and

Godown Co., Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before noon, TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Underwriter. Goods remaining unclaimed

after Tuesday, the 6th June, at noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 6th June, or they will not be recognised.

All damaged packages will be examined on

Tuesday, the 6th June, at 3 p.m.